

Goodguys Columbus Is Where It's Happening!

Could there be a better place to kick off the New Year than the new March Goodguys event in Scottsdale, Arizona? While the Goodguys November Scottsdale has grown to be all it is over these last twelve years, the first Spring Nationals will, no doubt, rank close to the top as one of the best Goodguys produces. Saying that, for me, Goodguys Columbus, OH continues to rank at the top of my personal favorites. July 9-11 will provide yet another three-days forecast to have over 7,000 rods, customs, muscle cars and trucks thru '72, and that means every inch of the Ohio State Fairgrounds will be packed with cars from the U.S., Canada and beyond. Goodguys Columbus is also where CRA builders/instructors, along with young men aged sixteen to nineteen, can enroll in CRA's 2010 Hot Rod Camp to participate in the six-day assembly of one of two of this year's Hot Rod Camp builds. It was in Columbus '09 that Jim Barner from Finleyville, PA came with the specific purpose to purchase the '32 Ford roadster being built on site. I believe that for the soon-to-be owner of this year's camp build, it will be worth the wait to have the opportunity to take home what's to be fully assembled. And, what exactly will that be?

For over 28 years the Downs family out of Lawton, MI have provided the street rod industry with premium bodies; and now with Jamie Downs running the family business the plan continues to provide the quality that he was taught by his dad - to "always place an urgency on the customers needs, and to deliver nothing but quality to assist in their builds." We are excited to be teamed up with Jamie and Downs Industries to build one of their awesome chopped '37 Ford full-fendered pickups, which will be completed, on site, at the Goodguys Columbus event. The basic plan will be for the '37 to have power windows; power door poppers; hidden hinges; Pros Pick steel bed, oak floor with stainless steel strips, and steel tailgate; complete fender package; three-piece hood, and disc brakes. In future ads as well as articles, a listing of vendors with dash components, paint, engine, transmission, upholstery, chrome accessories, wiring harness, as well as wheels and tires will be known. The '37 will also be on a custom boxed chassis equipped with fully adjustable air ride suspension from Ride-tech (formerly Air Ride Technologies). The independent front suspension will have tubular A-arms with rack and pinion steering, the rear will be triangular four-bar suspension with Ford differential. Take a look at Downs Industries web site at www.downsindustries.com for more on their awesome '37, and what could be

parked in your garage following the CRA's Columbus build. Last year's second build of the year (the '32 Ford three-window coupe) was purchased some four months before that car was built at CRA's #6 camp.

Past years owners who have purchased vehicles built at CRA Hot Rod Camps are:

CRA Camps #1 '53 Ford Pickup purchased by Ron Gilstrap of Joplin, MO

CRA #2, '53 Ford Pickup purchased by Jerry Barham of Kansas City, MO

CRA #3, '32 Ford Roadster purchased by James & Kathy Thompson of St. Joseph, MO

CRA #4, '32 Ford Roadster purchased by James & Mitzi Devoll of Pampa, TX

CRA #5, '32 Ford Roadster purchased by James Barner of Finleyville, PA

CRA #6, '32 - '32 Ford three-window coupe purchased by Pete Youngsman of Surfside, CA

CRA #7, '37 full-fendered and chopped Ford pickup purchased by...? It could be you!

Why is it we do what we do with the young men who enroll in CRA's Hot Rod Camp? In short it can be summed up with words from one of last year's young guys, who, after returning home, told his parents that he had felt more love during this one week (six-days) than he'd ever felt.

The young guys involved in a CRA camp get to experience a hands-on learning experience of how a street rod is assembled, as well as learning that what they've accomplished can translate into how to handle real life issues of living. The tuition fee is quite minimal, costing only \$375.00, which covers food, housing, and transportation while at the camp, as well as the input of wisdom and know-how from CRA's instructors/builders. Quoting from one of last year's Street Rodder magazine articles: "Christian Rodders & Racers Association have developed a series of 'Camps,' where rodders of all ages can get together and share their beliefs and have fun at the same time building something we all love." Other automotive magazines covering Goodguys Columbus carried writings and pictures of the camp as well, with one being in Rod & Custom stating, "This '32 roadster was put together at the event (Goodguys Columbus, OH) as part of the CRA's Hot Rod Camp. The program gives teenage hot rodders a chance to participate in putting together a hot rod. While work had actually started a week before, the final assembly was done at the Columbus Goodguys Nationals."

For those of us who love the hobby of street rodding, could there be any better way of helping to put value into a young man's life than by way of building a street rod, and, at the same time, teaching practical values of life? While it does not apply to all young guys, there are, sadly, far too many who have the feeling of being left out of much of society's equation while feeling as though they are unnecessary, and perhaps, even unwanted in this life. There are some who are carrying around personal dents and scratches after they've encountered a collision with this world's "traffic". Tony Evans, pastor of Oak Cliff Bible Fellowship Church in Dallas, TX, tells that back a few years ago he was turning onto his street when someone hit him from behind. Tony stopped, got out of his car to go back to see just how bad the "rear-ender" was. Although it was the other driver's fault, Tony took out his license and said, "Let's exchange insurance information." It was then the other driver said, "I don't have any." Tony responded, "We have a problem. And the problem was that I had a big dent in my car caused by somebody else, and somebody would have to pay this bill because it needed to be repaired. However," Tony said, "if I waited around for him to fix it, I'd be driving for years with the dent." So guess what he did. He picked up the tab, and the moment he did...no more dent. He made the payment. CRA believes it to be worth what we can do to show that there are those who care, and that means by helping to pick "up the tab" in whatever ways we can to help young guys learn and grow to become all they can be with just a little more direction. As to the financial costs, it's apparent the amount charged does not fully cover the entire "tab" however, we'll do what we can as we do the hands-on work allowing Him to do what He does best to "heal the brokenhearted and bandage their wounds" (Ps. 147:3).

While Tony Evans wrote specifically about the dent in his car, you and I know there are many (perhaps some grown like you and me) that are living with dents under our hood. Somebody has run into us, somebody has messed us over, somebody has insulted us, and we've been "driving" around like that for years, waiting for their insurance package to pick up the tab. The problem is; they've demonstrated that they are 'uninsured', and therefore it's never going to happen. You and I, as the insured, have an incredible opportunity to help pick up the tab for some young man in order to help give him the opportunity of not having to carry a dent in his life that becomes more rusty as time goes by.

Seventeen year old Trevor Lastovica was in last year's Camp in Rogers, AR and said: "The CRA Camp was a learning experience, an opportunity to have some hands-on mechanical training. I helped with the front and rear suspension and helped mount the body. And it was fun! The hardest part was waiting to hear the car run." Many "campers", after returning home, have had friends and families witness a dramatic change and outlook on life.

Before attending a CRA Hot Rod Camp, some of the young guys were following the same pattern almost every week. Each Monday their personal life would begin basically by changing spark plugs. Tuesday was taken up by tightening loose screws and bolts, and then on Wednesday by changing sparkplug wires. By Friday it was necessary to work on a clogged gas line, and then replacing the belts on Saturday. For many, it hasn't taken very long for them to realize that this week after week, month after month ordeal is not the best way to go through life. We think there's a better way.

In Mark Batterson's book, "In a Pit with a Lion on a Snowy Day" he wrote

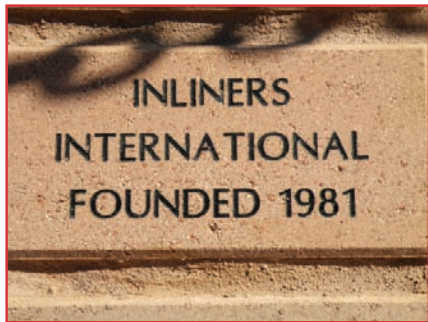
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Hang With Wendover Will

Some time back I wrote about a tribute to the fallen of Bonneville land speed racing where the City of West Wendover agreed to a special program at the Wendover Will Monument.

The city and I arranged to have a brick engraved with the name, top speed



and year of the last run laser etched onto a brick that was installed in the sidewalk at the base of the grand historical neon cowboy that for years waved travelers off the highway and into town at State Line Hotel.

There are three special brick sections, two are filled and the third and final one is now filling up. Several racers, teams and clubs have already become a part of history and helped save Wendover Will by purchasing a brick.

If you want your name, or most anything else engraved on three lines of a four by eight-inch paver brick for placement in the sidewalk surrounding the 61-foot tall Wendover Will Monument, now's the time to act. You also receive a commemorative medallion from the His-



toric Carson City Mint.

Got a bit more to say? No problem, for a few bucks more you can have the big double model, an eight-inch square brick with six lines to wax poetically, boast, or list your team members.

The cost ranges from \$60 to \$200 depending on brick size and whether you want a limited edition bronze or .999 fine silver medallion.

On the face of all medallions is the historic image of Wendover Will proclaiming "This Is The Place Where The West Begins", as he did to millions of visitors through the decades.

Wendover Will is shown as he was originally in 1952 and resides above a relief of the State of Nevada. On his right and left are flowering sagebrush stems, the Nevada State flower as well as two dice signifying his origin at the State Line Hotel and Casino.

On the reverse is the Nevada State Seal, adopted February 24, 1886, depicting the significance of Nevada to then President Abraham Lincoln and the Union as it was ushered into statehood during the Civil War, proclaiming proudly, "All for our Country".

Buy one or more commemorative medallions and/or paver bricks for yourself or in honor and memory of a loved one, your company or client and become permanently associated with Wendover Will and the Nevada gateway to the Bonneville Salt Flats.

Each sponsored paver brick will be a visible part of the pathway around the Wendover Will Monument located at 1552 West Wendover Boulevard in West Wendover, Nevada. In other words, the big cowboy can be found smack dab in the middle of the road near the end of the town's main drag – across from the spiffy new town hall.

All proceeds raised from this commemorative program will be used to help offset the construction costs and future maintenance of the Wendover Will Monument.

Once the bricks are sold, that's it. Interested? Call Kerry Supanich, the gal at the West Wendover Welcome Center who will amaze you with how much she knows about land speed racing. Call toll-free 866.299.2489 for details, or download the donation form at: <http://www.westwendovercity.org/pdf/WendoverWillDonationForm-Final-March3,2005.pdf>

I figured if I alerted racers and fans to this limited opportunity, they might want to make a little permanent spot for themselves near the salt and be part of rather historic preservation project.

Wouldn't it be grand if, at any time during the year, visitors could forever read about the many and varied racing teams that try their luck on the historic Bonneville Salt Flats? I did. I'm part of the project, opting for a short message to all racers on the brass plaque, an early, one-time portion of the restoration project.

Note: Photojournalist Louise Ann Noeth is the authoress of the award-winning book, *Bonneville: The Fastest Place on Earth*, a complete historical review of the first 50 years of land speed racing now in its 7th and final printing. Publisher MBI has informed Noeth when the current inventory is sold the book will not be reprinted. For more details and to order, go to: www.landspeedproductions.biz

about Gordon MacKenzie, who for more than thirty years had worked at Hallmark. Along with challenging corporate situations at the card company he did a lot of creativity workshops for elementary schools. Up front he would ask the kids: "How many artists are there in the room?" The pattern of responses never varied. In the first grade, the entire class waved their arms like maniacs; every child was an artist. In the second grade, about half of the kids raised their hands. In the third grade, he'd get about ten out of thirty kids. And by the time he got to the sixth grade, only one or two kids would tentatively and self-consciously raise their hands. All the schools he went to seemed to be involved in the suppression of creative genius. As MacKenzie says, "From the cradle to the grave, the pressure is on." After his research, he came to this conclusion: "There was a time - perhaps when you were very young - when you had at least a fleeting notion of your own genius and were just waiting for some authority figure to come along and validate it for you." The young men who attend CRA Hot Rod Camps have gifts and talents just waiting to be unleashed and validated.

CRA's Hot Rod Camp Director, Larry Wagner, says that CRA instructors are leaders who are there for that purpose. "They care, and are there 24/7 to be available to guys who have questions about life and in need of answers and direction." It all comes down to leadership helping to place value in another's life. Proverbs 22:6 says it this way, "Train up a child in the way he should go, and when he is old he will not depart from it." A big thanks to Goodguys for allowing us to do the build at Columbus, and for your help, CRA will do what we can to teach young guys how to assemble a car, and how to build a life, training in the way they should go.

Are you interested in either sending your son/grandson, age 16 – 19 to a CRA Hot Rod Camp in '09? Perhaps you would consider sponsoring a young guy? Call CRA for more info: CRA, PO Box 309, Valley Springs, CA 95252; 209-786-0524; cra@intgerity.com.

FLAT OUT: California Time Trials 1930-1950. 206 pages, 300 b/w photos. Paperback, 128 pages. \$19.95 (\$2.50 postage). Signed. Al Drake, P.O. Box 66874, Portland, OR 97290-6874.



Goodguys PPG Dream Car Pick Mid-Western Nats – cont'd from Pg. 103

TECH INFO

Owner: Jake & Michel Arial
Houston Lake, MO

Year: 1935

Make: Chevy Coupe

Engine:

Full roller 468ci big block, 6-71 supercharger with twin Edelbrock carbs, Sanderson headers.

Drivetrain:

TH350 trans, Lokar shifter.

Chassis:

Boxed stock frame, Heidts tubular A-arm, Air Ride, Mono leaf rear, four-wheel disc brakes, ford 9" rear.

Wheels/Tires:

17 and 18" Billet Specialties wheels with 215/45/R17 and 245/40z/R18 Sumitomo tires.

Body:

All steel 1935 Chevy three-window coupe, chopped top (2.5" front, 2" back), suicide doors, rounded front corners, molded fenders, welded raised flames.

Interior:

Painted woodgrain dash, Colorado Customs steering wheel, Dolphin gauges, Monte Carlo seats and custom upholstery by Gladstone Auto Trim.



www.good-guys.com