



North Jersey Street Rod Association

March 2010
Volume 43 No. 3

NEWSLETTER

PRESIDENT'S MESSAGE

Gentlemen,

Important: Food Drive on March 28th, Palm Sunday with "OUR GANG CRUISERS" at the A & P food store in Mt. Olive on Rt. 46. Starts at 9:30 am finishes at 2:30 pm. Inter-faith food pantry will be picking up the food and their representative said they really need it as their shelves are empty. If the weather permits, let's try to bring the cars. Any questions give me a call and let's all try to attend.

Garage Run /Shop Visit: April 17th at Master Upholstery, Newton. Meet and leave from Jefferson Diner parking lot on Rt. 15 at 9:00 am sharp. Jerry is anticipating our arrival at 10:00 am. After our visit those of you who want to can stop at the Chatter Box Drive inn for lunch. A count of those interested will be taken at the next meeting.

Rich Conklin's Hot Rod Farm: May 15th, Saturday. First Annual Spring Fling - vendors of all types including food, bands, flea market and car show, GET IN FREE IF YOU BRING YOUR CAR!!! There will be fliers available at our next meeting.

Lastly, we have picked our recipient of benefit for our 2010 Rod Run /Car Show. Jacob Grimes 22 months old with acute Lymphocytic Leukemia. He is from Lake Hopatcong NJ. More info to follow.

We are 90 days from Show Time and we need ANY donations you can bring so please do your best to continue making our show a success. Thanks.

Dan

Monthly Meeting: *Jeff Erven*
February 24, 2010

March 8, Steering Committee Meeting –

Attendees: Dan Burrows, Skip Cardinal, Jeff Erven, Scotty Dietz, Bob Grimal, Pete Iozzio, Ken Wilson, Charley Parinello, Bob Drown

Absent: Jack Beckett

- Call to Order, Pledge, Moment of Silence
- Roll Call: (16 Members, No Guests)
- **Treasurer's Report from Skip:**
Skip was absent so no report was presented.

- **Good and Welfare**

Everyone is well

- A Food Drive will be held On Sunday, March 28, 10AM-2PM with the R-Gang Cruisers to benefit the Inter-Faith Food Pantry at the A&P in Mt. Olive.
- Bob Grimal has been soliciting prizes for the car show. All members should attempt to obtain two donations if possible, we expect this year to be tougher than last year.
- Dan has contacted Morristown Hospital and is finalizing a potential recipient. Jacob Grimes is a 20 months old boy from Hackettstown with acute leukemia. The prognosis is good and the family is in need of help.
- Three members will be needed to co-chair the car show for 2010 and work as a committee. At the Steering Committee meeting Job assignments were gone over and will remain pretty much the same as last year. Scotty Dietz has agreed to head the committee but is looking for help.
- Pre-Registration for 2010 Show will be \$20, the same as general admission, but will include a Car Show Tee shirt.
- The cost of a book of raffle tickets will be reduced from \$10 to \$5. This means that selling may be easier, and the \$100 will now be in two books.
- Kids games will be reintroduced and will need a leader. A Volunteer will be required to lead the effort.
- The NJSRA Website clock has been re-set for 2010. It has over 5000 hits in 2009. The For Sale page has been refreshed and needs any for sale items added. Updates to vehicle eligibility and Members Rides have been updated.
- Clarence and Pat Staples have been busy updating the photo albums. Clarence brought a couple completed books to the meeting and they look fantastic. 14 rolls of tape do a great fix-up. One can only imagine the amount of hours spent to do this. The books can now be viewed with ease. Thank You Clarence and Pat.
- The Bylaws have been updated by Charlie and Dan to reflect the changes made concerning Dues, Member vehicle eligibility, etc.
- Eddie Z should receive your payments for the York Rooms by the end of February. 3 Nights is still \$457.80. Members can also extend the invitation for rooms for non-members. Payments will be sent to the Hotel by the end of March.
- A possible future Rod Run Winery Tour is being coordinated by Dan Burrows.
- The 50-50 was picked by and won by Jack Beckett. It funded his new haircut, Jack lost 5 lbs of hair.

THE LATE GREAT 1948 CUTOFF *Frank Carey*

When NSRA abandoned their 1948 cutoff date there was much weeping and wailing and gnashing of teeth. Then everybody settled down and life returned to normal. Well, for most of us. Some were so enraged by the NSRA action that they responded as though their religion had been profaned. Out of this noise came a call for a new organization that would retain the 1948 cutoff and attempt to keep things going as they had been before life as we know it was derailed. A new organization called Vintage Street Rodders of America (VSRA) was formed. They had a website created promptly and were accepting membership applications before there was a clear idea of who they were and what they proposed to do. I sent them an email in November of last year as follows:

----- Original Message -----

Subject: need info

From: Carey1938@aol.com

Date: Sun, November 15, 2009 11:12 pm

To: info@pre50streetrodders.com

1. What is the name of the organization?
2. Who are the principles/owners?
3. Is the organization a "for profit" organization?

Frank Carey

carey1938@aol.com

Three months later I received a reply as follows:

In a message dated 2/9/2010 9:30:03 P.M. Eastern Standard Time, info@pre50streetrodders.com writes:

My name is Jim Bledsoe. I am the founder of Vintage Street Rodders of America. Please check out our website and you will find our principles and mission statement. Yes this organization will be for profit. For this organization to survive I will have to make a profit. I am retired and work on streetrods in my home garage. I don't expect to get rich. Just trying to keep the sport alive for the true street rodders. Hope this organization fits your criteria, but if it doesn't, I understand with what has gone on before. Thanks for your interest!

Their website is:

<http://www.pre50streetrodders.com/>

Their site has had over 14,000 hits as I write this so perhaps you should check 'em out.

RUMORS *Frank Carey*

The Internet can be a wonderful source of information and much of what I provide to you in this Newsletter comes from the Internet. The Internet is also a source of rumors and the hobby of street rodding is not immune to rumors. Some are absurdly impossible, some are possible, some are probable, and others are surely true. The challenge is to figure out which is which.

I find rumors in the various chat forums I read. Finding them in a forum offers the advantage that somebody may post a response to the rumor. A response could be additional information, a refutation, a confirmation, or a useless rant. Here a few that may interest you.

Somebody reported hearing that NSRA was for sale. Very interesting. I've long suspected that their raising the cutoff year was as much in their interest as was in ours. And perhaps more so in theirs. So maybe business isn't very profitable at NSRA these days. A followup poster reported contacting NSRA for comment and being told that the rumor was false and that NSRA is not for sale. Is that believable? Maybe. Maybe not.

Another rumor – well, not really a rumor – tells us that Buckaroo Communications has not published a magazine since April of last year and that all writers have been laid off. Buckaroo publishes American Rodder, Rodders Digest, Street Rod Builder, Super Rod, and several specialty magazines about such things as diesels. One of their regular writers, Gerry Berger, has recently had articles published in Street Rodder magazine, a competitor of Buckaroo. So maybe he was indeed laid off and is now free lancing. A followup poster tried calling Buckaroo and got one of their advertising guys. This guy said Buckaroo was having trouble collecting money from advertisers and that three major street rod suppliers had gone out of business owing them money. Wow. There was no information on who these three suppliers are. So, maybe economic problems are closing in on our hobby. These posters appealed to the rest of us for any word that Buckaroo's magazines are still being published. We await more info.

MORE RUMORS *Frank Carey*

While you guys have been shoveling snow I have been going to rod runs and cruise nights – (cackle, cackle) - but that's not the point here. I just got home from the Billetproof event in Gainesville where we had about 400 cars – none with any billet whatsoever – and where I heard several interesting stories about how businesses which supply the street rod hobby are having a very tough time. Clearly, these businesses

are not immune to the economic hard times we hear about on the news and which are very close to home for some of us.

I heard that Total Performance has packed it in and closed. Founder Mickey Lauria had recently opened a branch location here in the Daytona area and that, too, has closed along with their home location in Connecticut, or so I heard. I used to run into Mickey at local events here in Florida where he was showing a completed Dearborn Deuce. He was a distributor for Dearborn at the time. But that's all over now. Apparently, Speedway got involved somehow in Total's demise and is selling – or planning to sell – the Total Performance T-bucket kits in their catalog. If any of you guys know more about this or if this is an inaccurate rumor, let me know.

And, speaking of Speedway, The word is that they are no longer shipping orders by the tractor-trailer load every day. But apparently they are still solvent – just not doing nearly as well as in the past.

Next. I'm sure you all know the Alloway name as one of the premier rod building shops in the country. He's either in Tennessee or Kentucky – I forget which. The word is that business in his shop has dropped off so dramatically that he has lowered his hourly shop rate to \$39 – yes, thirty nine dollars per hour – in an effort to attract work. I pay more than that at the local repair shop here in town. So is anybody looking to have a show winning car built? He's the man and now's the time. And I think he'll do work on existing cars so he doesn't limit his shop to building complete cars.

LOOKING BACK *Frank Carey*

Hot rodding and street rodding have a rich history. Fifty Four years ago I bought a modified 34 Ford sedan. Thus began my lifelong passion for old cars in general and hot rods in particular. So I have lived much of our history as have many of you and it is indeed rich. But there is a significant chunk of our history from long before I got involved. I find this very early history to be fascinating and you may, too.

The earliest known magazine to write about hot rods was *Throttle*. Their first issue was January, 1941, and the last was December, 1941. The onset of World War II is considered to be the cause of the magazine's demise. Oddly, the word *hotrod* does not appear in any issue because it had not yet been coined. But the cars were indeed hotrods and were all fenderless roadsters, all Fords, and usually Deuces or Model-As. Some were running Ford V8 flathead engines but many were still running overhead valve conversions on Model-A and Model-B engines and these four bangers were very competitive. Activities reported were largely racing at the dry lakes in southern California and to some extent midget racing on oval tracks. Dry lakes racing was done Bonneville style with individual cars making runs to set top speed records. Organized drag racing had not yet begun but there is a single reference to a drag race which I take to mean a street race of two cars over a predefined distance. So the basics of drag racing were forming.

Copies of *Throttle* are extremely rare but the gang at *Rodders Journal* has somehow located a copy of every issue and is now selling them reprinted and bound into a single hardcover volume. Santa Claus brought me one of these and I highly recommend it. Check it out at:

http://www.rodgersjournal.com/index.php?main_page=product_info&products_id=160

LOOKING FORWARD *Frank Carey*

I see two issues today which will largely define where we go from here. You are all familiar with the first. It is the dwindling interest in street rodding and the aging of those of us still enjoying the hobby. Responses to these facts are evident close to home. We have extended the cutoff date for members' cars and NSRA has similarly extended the cutoff date for event participation. Time will tell whether these changes will help keep things going.

The second issue is now becoming apparent and I find it highly disturbing. After decades of hibernation, many states are now waking up, flexing their muscles, and once again going after their auto hobbyists. Whereas their motivation in the 1950s was the realization of the grave threat to public safety posed by us speed crazed auto maniacs who persisted in building and driving hotrods, the motivation today is actually twofold – the environment and money. These are two formidable forces. And, as you might expect, California is in the lead on both.

Here's an example of the money issue. Typically, a guy buys a special interest car for big bucks and then applies for a title stating that the car cost him low bucks. This saves him much of the taxes and fees that would otherwise be due. So if he bought a Willys for \$65,000 and tells the state he paid \$12,000, they are missing out on a big chunk of tax money and California has somehow figured this out. Contributing to this mess is the practice of "creative titles" in which the bad guy buys or otherwise obtains a title of unknown origins and uses it to title a rod, kit car, etc. Apparently it's easy to avoid state taxes and fees using these kinds of titles and California is now going after title sellers as criminals. They figure that this "fraud" has already cost them \$14 million and they are committed to recovering it one way or another. California desperately needs money. The recovery methods receiving the most attention are amnesties and prosecutions. Under the California amnesty program, those of us who have criminally defrauded the state can turn ourselves in, confess, plead, beg, and grovel, and then pay up. I don't know how any of the states can determine the market value of a special interest car such as a street rod or a Cobra. After the amnesty program ends they will come after us with big fines, etc. They want their money and they are going to get it.

The environmental issue is even more disturbing. California seems to feel that all cars must meet the same emissions laws as new cars. As you likely know, California emission laws are the strongest in the country. The trade association SEMA, which actively promotes the interests of auto hobbyists, has been trying to find a way for street rodders and others to continue enjoying their cars. So California has come up with a plan that SEMA endorses and which calls for 500 exemptions per year from the emissions laws. But this is a drop in the bucket and street rodders number 501 to 5000+ have a problem. But there is a bizarre solution to this problem. There is now a crate motor that will meet current California emission laws so we can use that. And only that. But we can't modify it. And we have to use the catalytic converters that come with it. SEMA thinks this is a good deal. Needless to say they are taking a lot of heat from hobbyists.

Another issue that is part of this mess is the year and model stated on a title. I don't know why this is a problem. This is another area where SEMA has been very active. They've argued that a car should be titled as whatever it most closely resembles. They once used the example of a guy who bought one of the Winfield chopped Merc fiberglass bodies and mounted it on a 1984 Chrysler chassis. So did he have a 1950 Merc or a 1984 Chrysler? SEMA says he should be considered to have a '50 Merc and they got almost all police authorities to agree. Police need to know what they are looking for and it would be absurd to send them out looking for this "1984 Chrysler". So SEMA says if you have a car that looks like a '32 Ford it should be titled as a '32 Ford even if it has no original '32 Ford parts in it. I don't know why this is now an issue for some states. It doesn't seem to have anything to do with the environment or with money although I suppose it might be the basis for defining what emissions and safety requirements you must meet.

Street Rodder magazine is trying to cover this whole mess for us. In the March issue they ran a picture of a '32 chassis with this crate motor and the catalytic converters installed. Editor Brian Brennan tells us this is the new way (at least for California). Then in the April issue they have run the first of several articles on these matters including a map of the country showing what each state is doing about "special constructed vehicles."

This whole government regulatory mess calls for a lot of research to find out what's going on, especially what, if anything, our state is doing with these issues. I doubt any state will be as bad as California. I'll do my best to keep you all informed on these important issues and I suppose I may not even have it right now. If not, let me know. And if you do somehow gain a good understanding of what's going on in Trenton, let us know. Send me whatever you have or call me up and tell me and I'll make an article out of it. This is important, guys.

For Sale

Please update



'33 Ford Sedan. 6K miles. Steel original body - 2" chop - Valley aluminum grill - Chrysler Garnet Pearl Metallic. Jerry Ambrosi interior - '80 Corvette seats - Dakota Digital - Vintage Air - Ron Francis - Juliano's power windows. Boxed frame - Heidt's - Auburn posi - Walker radiator - Borgeson - Cragar Pro-Tech - 25 gal. SS tank. ZZ4/350 - Edelbrock 1406 - MSD - Turbo 350.

More pics on NJSRA site.

\$ 48,000

Bryce: delcoinc@optonline.net (best) or 973-627-5149

If you know of an event & would like it listed, please contact me. A good website to view schedules & flyers on the internet is: www.njcarshow.com

Events: 2010

Mar 6 - Breakfast at Alexis Diner, Rt. 46 East, Dover, 201-361-8000

Mar 8 - Steering Committee Meeting

Mar 28 - Sunday, Rt. 46 Mt. Olive A&P Food Drive

Mar 28 - Sharpton, NJ, Swap Meet, Fairgrounds 735 Rt. 40 (Old Cowtown Meet)

Mar 31 - Monthly Meeting, Pizza Night

Apr 3 - Breakfast at Victoria Diner, Rt. 10 Dover

Apr 12 - Steering Committee Meeting

Apr 15 - Thursday, Boys'; Night Out, Pub 199.

Apr 17 - Jerry Ambrosi's Master Upholstery Run, 10AM, Meet at Jefferson Diner, Rt. 15, 9AM for Caravan

Apr 28 - Monthly Meeting

May 1 - Breakfast at Paul's Family Diner, Rt. 46 East, Mountain Lakes, 973-627-4436

May 1 - Stevie Mathews Spring Rollout

May 8 - Rod Run & NSRA Safety Inspection at Lou Calisibetta's Stillwater Garage

May 10 - Steering Committee Meeting

May 20, 21, 22, 23 - Ocean City Maryland

May 22,23 - Greenwood Lake Airport, 126 Airport Rd, West Milford, [www.greenwood lakeairport.com](http://www.greenwoodlakeairport.com)

May 26 - Monthly Meeting

Jun 5 - Breakfast at Empire Diner, 1315 Rt. 46 East, Parsippany, 973-335-2729

June 3, 4, 5, 6 - York, PA, NSRA

Jun 14 - Steering Committee Meeting

Jun 19 - NJSRA Car Show Set-up day

Jun 20 - NJSRA Car Show

Jun 25, 26, 27 - Goodguys, Rhinebeck, NY

Jun 30 - Monthly Meeting

July 9, 10, 11 - Goodguys Columbus, Ohio

July 16, 17, 18 - Right Coast Assoc, Syracuse, NY

Jul 12 - Steering Committee Meeting

Jul 28 - Monthly Meeting, Ice Cream Night

Aug 9 - Steering Committee Meeting

Aug 27, 28, 29 - Macungie WOTSRA

Aug 25 - Monthly Meeting

Sep 13 - Steering Committee Meeting

Sep 19 - NJSRA Family Picnic

Sept 25, 26, 27 - Goodguys Pocono, Pa
 Sep 29 - Monthly Meeting

Oct 11 - Steering Committee Meeting
 Oct 14 - Thursday, Boy's Night Out
 Oct 16 - Stevie Mathews Fall Foliage Run

Oct 27 - Monthly Meeting

Nov 8 - Steering Committee Meeting
 No Nov 24 Monthly Meeting

Dec 1 - Monthly Meeting, No Steering Committee Meeting in December
 Dec 11 - Holiday Party at Piccolo's, Kinnelon

Cruises: 2010

Mon

Tue

Wed

Goodfellas, Wendy's, Rt. 46 East, Denville
 Irving's Delicatessen, Rt. 10 East, Livingston, 973-994-5100, Starts April 7

Thursday

Tri-County Cruises, Riverdale Armory
 Cops N Rodders, Hackettstown, Starts April 29

Fri

Starlight Cruisers, Walmart, Boonton

Sat

Sun

Calandra's Bakery, Rt. 46 East, Fairfield, Breakfast

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Bryce De Loach
 973/627-5149
delcoinc@optonline.net

Frank Carey
 321/726-6335
carey@well.com