



Newsletter



PRESIDENT'S MESSAGE December 2011



Well, the times surely have changed for Eileen and I this past 6 months. New shop, flooded houses, living with the Krauses for 4 months, new home, new garage, and finally deciding to retire from Minot AFB after almost 34 years on that base. It will be fun and exciting times for us.

As some of you have noticed, the Wednesday night 'gatherings' were moved to the Vegas last month because of no consistency with lobbies not being open at either South or North Hardees. The Vegas works well with us and has given us a free room for us at least thru February when we will again, assess the Wednesday night situation.

I want to say a special "thank you" to Marlan & Jason Bratvold for handling the clothing sales these past years. I think it might have been 3 or even more. They were always accommodating and willing to have lots of 'stuff' for us to buy. I want to welcome Steve & Melissa Knab to the table for handling the clothing for this upcoming year and beyond. They will also be very accommodating for handling these sales.

The new Board members will be starting their term in January. Should be interesting times ahead because some new ideas always surface. Congratulations to all.

I want to congratulate the 2012 Honorees of the Car of The Year. Their honors will be unveiled at the Christmas party on the 10th of December at 6:00 pm at the Grand International. Please pre-register if you are coming to this event. Cost is only \$20 per person up until the 7th of

December, at which time it jumps to \$25 per person. Promises to be a great evening with lots of 'give-a ways'! Bring a family member or friend along!

January 14th is the NDSRA annual meeting and Christmas party here in Minot. You do not have to be a member of the North Dakota Street Rod Association to take part in its meeting. Should be a great garage tour also! Dues to this organization are very inexpensive (I didn't want to say cheap), and some of the benefits are the newsletter that is available on line and opportunities to advertise any vehicle or parts for free. Goes to all NDSRA members and even Nationwide, so let's talk about it next time you see me. NDSRA!!!

Well, the next meeting will be the 4th of January at 7:30 at the Vegas. Plan on attending and saying "Hello" to all the new Board Members. See you there.

George

Classifieds

If you wish to place an ad for an item you are selling or looking for. Just give me or George a call or send an email.

Tammy

If you are interested in starting a band please contact

*Gene
Mallary*



Christmas Gift

I have a barely worn "winter weight" Cruiser jackets with leather sleeves for sale. It was \$130 new. 2X tall and would like \$100 for it. I can bring it to a meeting or the Christmas party if someone is interested. Call Joanne Larson at 838-7738.

For sale

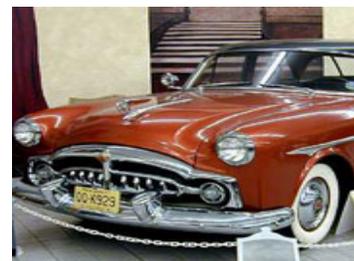
Nice hood, grill, and bumper for 1970 Ford pickup. Make an offer.

Call 721-5531 or 852-4550 and ask for Greg

The last few years have been rough on American auto manufacturers. Thanks to an economic recession and the resulting reduced availability of credit, familiar brands such as Pontiac, Mercury, and Saturn have bitten the dust. They join a long line of automakers that have ascended to that big parking lot in the sky, taking with them their distinctive designs, and, in some cases, distinctive problems — some were ended for a reason. The following engender the most nostalgia among long-time American drivers — even though not all are American companies — as they succeeded in catching our eyes and capturing our imaginations.

1. [Packard Motor Car Company \(1899-1958\)](#)

One of the first luxury auto manufacturers, Packard's models were coveted because of their classy appearance and safety. Designers spared no details when constructing the cars, ensuring even the headlamps were eye-catching features. Each model was engineered to withstand major accidents, as evidenced in a 1912 story about a Packard truck that survived a three-car collision with just a bent fender — while the two other cars were totaled. Notably, Packards were owned by famous figures such as Adolf Hitler, Lucky Luciano, and Mickey Mantle.



2. [Studebaker \(1852-1967\)](#)

Since the days of the horse and buggy, Studebaker has been transporting Americans from point A to point B. At the beginning of the 20th century, the company transitioned to making electric vehicles, but as the gasoline powered automobile became more popular, Studebaker established an auto proving ground, increasing production to 50 models. Most people remember Studebaker for its post-World War II designs — particularly its distinctive trunk designs — which were created by prominent designer Virgil Exner. Despite their eye-catching appearances, the company was unable to compete with Ford and General Motors, and eventually merged with Packard.

3. [DeLorean Motor Company \(1975-1982\)](#)

John DeLorean, the man who developed the Pontiac Firebird, GTO, and Grand Prix, had the vision to build a two-door stainless steel sports car featuring a V6 engine. Already respected in the auto industry, he received the financial backing to start the company, which manufactured the vehicles in Northern Ireland. The DMC-12, the car that essentially starred in *Back to the Future*, was produced in 1981-82 and sold for \$25,000, a pricy sum given its underwhelming performance. Meager sales prompted DeLorean to attempt to save his floundering company by conspiring to smuggle \$24 million in cocaine into the United States. He beat the charges, but his reputation and the company were damaged beyond repair. When it ceased operations, \$100 million in investments were lost.



4. [American Motors Corporation \(1954-1988\)](#)

Formed with the merger of Nash and Hudson, AMC became the third most popular car in the United States during the 1960s, as CEO George Romney, father of presidential candidate Mitt Romney, reorganized the company by bringing in younger, more energetic management. The subsequent development of the Rambler brand ended up being quite a boon — the Ambassador and Rambler Classic were two high-profiled models. In the 1970s, focus shifted to the Hornet, a compact car that favorably competed with the Ford Maverick and Plymouth Valiant. Less successful were the Matador and Pacer, the latter of which famously appeared in *Wayne's World*. Renault purchased AMC in the early '80s, eventually selling it to Chrysler a few years later, which in turn formed the Eagle brand.



5. [Nash Motors \(1917-1954\)](#)

Former GM president Charles Nash founded Nash Motors in 1917, developing the four-wheel drive Jeffrey Quad truck, which became widely used during the 1910s and 1920s. As time progressed and cars evolved, so did Nash, as it boasted innovations such as the straight-eight engine and twin spark plugs. As sales waned in the 1950s, Nash merged with another struggling auto manufacturer Hudson Motor Car Company, forming AMC. Although it's been more than five decades since the brand ceased, the company is praised for introducing the seat belt and categories such as compact, subcompact, and muscle car.



6. [Datsun \(1931-1986\)](#)



Datsun emerged from DAT Motorcar, a Japanese automaker, and hit the American market in 1931 before it merged with Nissan. The parent company wanted to distance itself from the main brand name because of its involvement in manufacturing for the Japanese military, an association that would obviously turn off American buyers. Following World War II, Datsun specialized in more efficient, compact cars, and utility vehicles such as the Datsun 521 truck. Today, collectors covet the 240Z, which is recognized as one of the best sports cars of the 1970s. In the early 1980s, Nissan decided to eliminate the Datsun name as it implemented a new global strategy.



7. Plymouth (1928-2001)

The long-term survival of Plymouth, which overcame tumultuous periods for Depression, can be attributed to its affordability and ability to keep pace with Motors. During the middle of the 20th century, it was one of the most quality cars constructed in the late 1950s tarnished the company's reputation. lost its distinction from the other Chrysler brands, and offered just a handful



the auto industry like the Great competitors Ford and General popular brands on the road, but poor From the 1970s onward, it gradually of vehicles.

8. Oldsmobile (1897-2004)

During its early days, Oldsmobile responded to the increasing demand for automobiles by mass producing the Curved Dash, which was the only remaining prototype model after a massive factory fire. In the 1930s, it introduced the four-speed semi-automatic transmission, and in the 1940s, it offered a fully automatic transmission, to which drivers have become accustomed today. The company lost its edge during the 1950s when car designs entered their golden age, and in response, implemented the rocket-style designs. In the 1970s and '80s, sales increased as drivers coveted the V8 engines, but the company faded as other GM brands rose during the 1990s and early 2000s.



9. Pontiac (1926-2010)

Introduced in the 1920s, Pontiac was an immediate hit primarily because of its 40 hp 6-cylinder engines. As the 1950s rolled around, it kept pace by offering sleek designs thanks, in part, to John DeLorean. The Bonneville became the company's flagship vehicle, as it offered luxurious features that few other automakers could duplicate, such as Morrokide vinyl and genuine leather, propelling Pontiac to third overall in sales. In the 1980s, the Firebird and Fiero, the latter of which was newly introduced, headlined the company's updated line of vehicles. But, later attempts to recapture its glory days failed, and Pontiac suffered the same fate as Oldsmobile.



10. Mercury (1939-2011)

Much like the sister companies of GM and Ford, Mercury lost its luster as it became indistinguishable from the other brands. In the beginning, its cars were meant to be more luxurious than Fords but not as nice as Lincolns, creating a clearly defined image in the 1940s and 1950s. With Chrysler, Buick, and Oldsmobile as its primary competition, it released the stylish Mercury Cougar in the 1960s, which became its flagship model through the next decade. Downsizing by Ford in the 1970s resulted in the reduction of models, and in the 1980s, the failed Merkur experiment, in which the company imported advanced European Fords, left Mercury with egg on its face. Eventually, the company duplicated the Ford Taurus (Mercury Sable) and Ford Crown Victoria (Mercury Grand Marquis) to increase sales, but it didn't last — when Mercury ceased operations, it accounted for only one percent of North America's auto market.



Just a friendly reminder the NDSRA Christmas Party is on January 14th at the Grand International Inn. If you are planning to attend and enjoy the meal you must be preregistered by January 4th. To register, please contact Dave Alberts at 838-4309, email mde@srt.com, or see him on Wednesday night at the Vegas.

◀ November		~ December 2011 ~					January ▶
Sun	Mon	Tue	Wed	Thu	Fri	Sat	
				1	2 Noon Luncheon	3	
4	5 	6	7 Cruise to the Vegas	8	9 Noon Luncheon	10 Dakota Cruisers Christmas Party	
11	12	13	14 Cruise to the Vegas Happy Birthday Doug Frazier	15	16 Noon Luncheon	17	
18	19	20	21 Cruise to the Vegas	22	23 Noon Luncheon	24 Christmas Eve 	
25 Christmas Day 	26	27	28 Cruise to the Vegas	29	30 Noon Luncheon	31 New Year's Eve  All the best in the coming year!	



Everyone have a Merry Christmas and Happy New Year and please drive safe.

Member Directory

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**Next General Meetings at the Vegas:
Dec 10, 2011/Jan 4, 2012**