



Newsletter



PRESIDENT'S MESSAGE

MAY/JUNE

2011



I'm ready and I know you are too. Rain and cold winds need to go and bring on the nice weather. What is a person to do??!!

Thank you to Kaykelia for doing the newsletter over last fall and up till now. We now have a new editor, Tammy, and she is all excited to do a great job with it. Thanks in advance, Tammy!

Well, we're not going to let this get us down. Bring your cars and trucks to Hardees on S. Broadway anytime after or around 6 pm, on any given Wednesday night, and be ready for a good time.

We have some new cruises this year for the Wednesday evenings and it should be a lot of fun. We also have agreed to leave from Hardees on S. Broadway at 6:30 PM instead of 7 like the years in the past. This will give us more time to cruise and a longer time to enjoy the short summer evenings that we will have. Always can find out where we are at by calling the hotline at 852-KARS (5277).

The "Year of the Next Generation" club project car, the 1956 Chevy, is progressing well. All doors are on, glass is being installed next, the hood is on, left front fender is on, 90% of the car is cut and buffed, the brake lines are run, and most of the interior is in-including the carpet, front seat and the windshield is in and the rear glass is next. Bryce Haug & Grand Pa Larry and Aaron and Scott Gochanour have played a big part in this learning experience of restoration. We've emphasized safety, taught tool usage, and just general assembly after a car has been taken apart like this one has. I think they are having fun!

Wed the 25th is our third annual "Law Enforcement Appreciation Night" with all entities attending. Alternate location was picked!

Short and sweet this time. Remember to look at the club web site and check it out. We have updated it lately with some new things, so browse away at: www.dakotacruiser.com

All for now,

George

Minutes of Dakota Cruisers General Meeting
May 4, 2011
Vegas Motel

Call to Order:

The meeting was called to order by President George Masters at 7:30 PM.

Board members present: George Masters, Jerry Black, Randy Hysjulien, Bob Larson, Greg Olson, Doug Frazier, Joanne Larson and Betty Trzpuc. Larry Haug was excused.

New members and guests were welcomed. Sixty members were present.

Minutes of the Last Meeting:

The minutes of the last meeting were approved as presented.

Treasure's Report:

The treasure's report was approved as presented.

Committee Reports:

- Motor Magic-(Larry Haug-Greg Olson) Greg reported the theme is Orphan Cars for the September 3rd and 4th event. All orphan cars 1980 or older are encouraged to participate. Cars after 1980 will need approval from the committee.
- Season Finale-(Randy Hysjulien-Doug Frazier) is scheduled for September 16-18th. Randy stated garages are needed for touring on Saturday. Lifetime members do not need to fill out a registration form, just submit your name. Friday evening will be the potluck dinner with a burger burn, Saturday will be the catered meal and Sunday will be juice and rolls donated by Marketplace Foods-Dakota Square
- Christmas Party (Joanne Larson-Linda Black) will be December 10th.
- NDSRA Annual Meeting/Christmas Party (Bob Larson-Dave Alberts) will be held January 14th at the Grand International.

Old Business:

- Raffle tickets- all members are asked to sell or buy one book. Please see Ken or Lynn Amundson to get your tickets.
- Pedal Car- Greg Olson will be painting the car in the colors of yellow and white. Larry Haug spoke with Joe Schmidt and he will provide the graphics for the car.
- Year of the Next Generation- Larry Haug and his grandson Bryce have been attending every week. All members with their children or grandchildren are welcome to attend.
- Legislative Update-Dick Sundhagen stated Bill1442 passed in the Senate but not the House. They may do a study on drivers and cars, but first need to obtain funds for the study.

New Business:

- Sponsor a Scholarship Winner- Mike Bossie gave a talk regarding his son Joshua, whom was a scholarship winner. He stated he won first place in paint laying in North Dakota and now will be going to Nationals in June. A check for \$500.00 was given from the Cruisers to help fund the trip. Congratulations Joshua.
- Plaques awarded- the recipients for last year's Magic City Ruckus Car Show were awarded plaques. Marlan and Colin St. Croix won the People's Choice and Ken and Jen Moe won Best of Show. The second annual Ruckus Car Show will be Sunday May 15th.
- Magic City Antique Car Club- Dan Caswell stated their club is planning a cruise through South Dakota July 13-17th. People going are encouraged to join The National Antique Car Club. The Antique Car Club meets the second Thursday of the month at The Royal Fork and the fourth Thursday of the month at Pizza Ranch or are going for a cruise.
- Airport Museum- Dan Caswell reported the Airport Museum would like to add a car museum to the existing museum. A new building would be required.

- Club Grill- our grill was in the warehouse which burnt to the ground on Easter Sunday. We will not be able to evaluate the damage to it until the inspection is complete. In the meantime we will use our old grill.
- Newsletter printing- Morgan printing will be printing our monthly newsletters.
- Safety Inspection Team- The team is Dave Alberts, Doug Frazier, and Rod Krause. They will be available to do inspections following meetings.
- Motorcycle Poker Run- Galen Roness spoke regarding this event which is planned for June 4 at the Maysa.

Announcements:

- May 25 is the next Board meeting which will be at Old Settlers Park for the Annual Law Enforcement Day dinner.
- June 1 is the next general meeting.
- Check websites for other events.

Adjournment:

The meeting was adjourned at 8:10 PM.

Respectfully submitted,

Betty Trzruc, Secretary

The 1960s Muscle Cars - Their Beginnings and Their Downfall

1960s muscle cars are a product of the Classic Car Era. They evolved from the pent-up consumerism that exploded after World War II. Overnight, it seemed American consumers opted for bigger and faster cars. Muscle Cars appeared at a time when Detroit was trying to stop the invasion of imported cars led by Volkswagen and included Fiat, Renault, Datsun (now Nissan), with new, light-weight models like the Corvair, Falcon and Valiant.

The term muscle car generally describes a mid-size car with a large, powerful engine (typically, although not universally, a V8 engine) and special trim, intended for maximum acceleration on the street or in drag racing competition. It is distinguishable from sports cars, which were customarily considered smaller, two-seat cars, or GTs, two-seat or 2+2 cars intended for high-speed touring and possibly road racing.

Muscle cars are high-performance automobiles, principally referring to American models produced between 1964 and 1971. During the period these vehicles were interchangeably (and more commonly) described as supercars. The term "Muscle Car" was spawned by the horsepower race. Most give credit to John Z. DeLorean and the Pontiac GTO. The 1964 Pontiac Tempest GTO ignited the muscle car boom by giving the small-car, big-engine make an identity of its own.

The project was technically a violation of General Motors policy limiting its smaller cars to 330 cu. in. (5.4L) displacement, but it proved far more popular than expected, and inspired a host of imitations, both at GM and its competitors - well-known 1960s muscle cars brands like Barracuda, Superbird, Cyclone, Camaro, Firebird, Super Sport, Road Runner, Mustang, and Toronado.

Also, as the national highway system grew and gasoline became plentiful, Americans wanted more power, more speed. And in 1964 Detroit bowed to consumer pressure by putting big block V-8's on mid-sized chassis.

The general trend towards factory performance was a reflection of the importance of the youth market. A key appeal of the 1960s muscle cars was that they offered the burgeoning American car culture a selection of vehicles which were priced just within reach of young people with strong street performance that could also be used for racing. The affordability aspect of these 1960s muscle cars was quickly compromised by increases in size, optional equipment, and plushness, forcing the addition of more and more powerful engines just to keep pace with performance. A backlash against this cost and weight growth led in 1967 and 1968 to a secondary trend of "budget muscle" in the form of the Plymouth Road Runner, Dodge Super Bee, and other stripped, lower-cost variants of these 1960s muscle cars.

Even though the sales of true muscle cars were, compared to total Detroit production standards, modest they had considerable value in publicity and bragging rights. They also served to attract young customers into showrooms who would then buy the standard editions of these mid-size 1960s muscle cars. Models such as the AMC Rebel Machine, the COPO (Central Office Production Order) Chevrolet Chevelle, and Super Cobra Jet Ford Torino were factory upgraded to be turn-key drag racers. The fierce competition led to an escalation in horsepower that peaked in 1970, with some models of 1960s muscle cars offering as much as 450 gross horsepower.

Unfortunately, the muscle cars' performance soon became a liability during this period. The automotive safety lobby, which had been led by Ralph Nader, policed the sale of such powerful 1960s muscle cars particularly to young buyers. At the same time, efforts to combat air pollution compelled Detroit to emphasize emission control, rather than power. The situation was exacerbated by the OPEC oil embargo in 1973 that led to gasoline rationing. Soon, with all these forces against it, the market 1960s muscle cars rapidly evaporated.

The Clean Air Act of 1970 called for pollution control devices that hampered performance. By the time congress passed the Average Fuel Economy (CAFE) rule in 1978 the Muscle Car seemed doomed forever. While performance cars began to make a return in the 1980s, reminiscent of 1960s muscle cars, spiraling costs and complexity seem to have made the low-cost traditional muscle car a thing of the past. Surviving models of those 1960s muscle cars are now prized collectibles, some carrying prices to rival exotic European sports cars.

General Motors discontinued its Camaro and Trans Am models in 2002 (along with the short-lived 1994-1996 Chevrolet Impala SS), leaving the Ford Mustang as the last surviving semi-muscle car built in the states, Chrysler having discontinued its muscle cars after 1974.

The era of 1960s performance cars seemed to have taken a turn with the 1960 Chrysler 300F. In the formative years of factory performance, automakers reserved their hottest engines for their largest and usually most expensive models. Early Chrysler 1960s muscle cars were best expressed by the stylish and exclusive "letter-series" machines. The first of these was the 1955 C-300 with its 300-bhp Hemi-head V-8. The 1960 Chrysler 300F continued the tradition of power with its special trim and a sporty interior that boasted four bucket-type leather seats and a full-length console.

In the 60's, Ford changed the direction of the Thunderbird from its two-seater origins, when it was launched as direct competition to the Corvette. But sales were good; an evidence of how much the public liked the 1960 T-bird. These 1960s muscle cars sold over twice as many cars as the 1958 model. Unitary construction was adopted in 1958 to make the car handle better, but it also featured a dropped floor pan to lower the ride height and, thus, the centre of gravity making the ride of these 1960s muscle cars more stable. Coil springs all around gave an excellent ride quality, and although the car wasn't as sporty as the original T-birds, it was quieter and more refined. However, it was one of the speediest 1960s muscle cars of its day, which was one reason it sold well in those horsepower-hungry times.

In 1960 Chevrolet introduced the XP700 Corvette experimental car. The 1962 Corvette was a high performance car, with an optional but powerful V8 engine. Some of them were further equipped with fuel injection and aluminum cylinder heads. This was a fast car by the standards of its time. The Corvette was an eye-opening American car for its time.

The Chevrolet Camaro was introduced in the North America in 1967. This was General Motors competition for the Ford Mustang. Although it was classed as a compact car (by the standards of its time) the Camaro like the mustang was classified as an intermediate sports car, or muscle car - one of the most enduring 1960s muscle cars.

The 1968 Plymouth Road Runner created the budget-muscle market and was among the most influential 1960s muscle cars.

An all-aluminum, race-proven V-8 defined the rare and wicked 1969 Chevrolet Camaro ZL1.

In 2004 the Pontiac GTO returned to the market as a rebadged Holden Monaro, imported from Australia. In the spring of 2004 Chrysler introduced their LX platform, which serves as the base for a new line of rear-wheel drive, V8-powered cars (using the new Hemi®-engine), including a four-door version of the Dodge Charger. While purists would not consider a four-door sedan or station wagon nearly close as those 1960s muscle cars, the performance of the new models is the equal of many of the vintage muscle cars of legend.

Dodge has also been developing a new performance vehicle under the Challenger badge, which borrows styling cues from its older namesake. The prototype made its debut at the 2006 North American International Auto Show.

For 2003, Mercury revived its old Marauder nameplate, as a modified Ford Crown Victoria or Mercury Grand Marquis. Sales were poor, just like those of its 1970s predecessor, and it was discontinued after two years.

However, the last few years has seen an enormous increase of interest in The American Muscle Car. Hollywood. Movies like Gone In 60 Seconds (the recent re-make); The Fast and The Furious; Starsky & Hutch and The Dukes of Hazard has re-awaken the image of power when we think of Dodge, Ford and Chevrolet and those 1960s muscle cars that were an important part of the American past.

This recent increase in popularity of the 1960s Muscle Cars has been reflected in their price. A vintage '65 - '72 Muscle car can now cost as much as \$100,000 and possibly more depending on availability, demand, and condition of the vehicle.

Classifieds

Updates from Stan Orness:

Concord Mobile Dyno with their 224 Dynojet will be at Devils Run this year, they are looking for the "Hottest Car in America". You will be able to find all the information at www.concordmobiledyno.com

For more information, check out www.greaterdakotaclassics.com

LRSC has prepared a website to register for overflow housing during the Devil's Run this June. I have attached an information sheet that you are welcome to use as a way of informing people who are interested in the option. The link to the reservation page is here: <http://www.lrsc.edu/campus/default.asp?ID=933>

FOR SALE: An "Almost brand new" engine puller affectionately known as a Cherry Picker. Used less than 5 times, so it is like new! Paid over \$350 and now I am only asking \$250 for it. Call to come and see it. Will deliver it to Minot or a Dakota Cruiser member at no charge!!! Neil at 833-2774 Call anytime!!! Must sell!!!

I went to a couple of car dealerships last week. At first I stopped at was Kia. Well nothing caught my eye, but the price was right.

Then I went to a Ford dealer. I didn't really find anything I liked, but every car had a pair of shoes in the trunk.

At last I went to the Chevy dealer. Well I see one that I like. The dealer does the once over with me, then he pops the trunk. Disappointed, I looked at the dealer and said: "Well, there's something missing."

The dealer puzzled asks: "What?"

I said: "At the Ford dealership I checked out, they had a new pair of shoes in the trunk of every car!"

Smiling the dealer says: "That's so they can walk home!"

If anyone has an ad they would like placed. Please send an email to BADSS@AOL.COM to George or Tammy.



Calendar of Events

~ June 2011 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Meeting at the Vegas 7:30		3 Noon Luncheon Devils Run	4 Devils Run Fun Run for Ice Time- Minot Sheridan car show
5 Devils Run	6	7	8 Wednesday night cruise-Police Range	9	10 Noon luncheon Classtiques Rod Run- Mandan	11 Classtiques Rod Run- Mandan Roseau's 7 th annual Cruise in Car show
12 Classtiques Rod Run- Mandan Buggies and Blues- Mandan	13	14  FLAG DAY	15 Wednesday night cruise	16	17 Noon luncheon Back to the 50's St Paul, MN 13 th Annual Rally in the Valley-Valley City	18 Back to the 50's St Paul, MN 13 th Annual Rally in the Valley-Valley City
19 Back to the 50's St Paul, MN	20	21	22 Wednesday night cruise-Velva Golf Course	23	24 Noon luncheon Cars in the Park- Glendive Antique and Classic car show-Medora	25 Cars in the Park- Glendive Antique and Classic car show-Medora
26	27	28	29 Wednesday night cruise	30	Notes:	

Send upcoming events and dates to George at gem@min.midco.net or to baddss@aol.com

Look for more events online at www.dakotacruiser.com/calendar.shtml

Those who can laugh without cause have either found the true meaning of happiness or have gone stark raving mad.

Norm Papernick

Member Directory

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Next General Meetings at the Vegas:

June 1, 2011 | July 6, 2011