

DAKOTA CRUISERS



PRESIDENTS MESSAGE

Aug 2018

“SHIFT’N GEARS FOR OVER 20 YEARS”



As I write this the State Fair is in full swing and it seems to be going along well. Weather is holding and –well the parade is all behind us. I had the honor of driving Katie Olson, Miss North Dakota and a few pageant upcomers. It was fun. I used the newest in my collection—the ’65 GTO convertible that Eileen and I bought a month or two ago. When I bought it, I was told of some ‘blow-by’ of the engine and I was worried about the oil leak and dripping oil on the exhaust pipes thus a smoking condition from under the car, but with the slow driving, that didn’t happen. Thank goodness!

We are fortunate enough to have “The Clubhouse” for activities this year. I am talking about having the monthly meetings in there for June thru September. The pot luck concept seems to be working and the turnout is fantastic. Thanks to M & H gas for supplying the hot dog and hamburger buns for ALL of our cookouts!

The committee for the Finale has been working diligently for a huge event. Headquartered out of “THE KC CLUB” on North Hill, we will be having the normal activities which will be advertised shortly on the web site: www.dakotacruiser.com and posted on the FACEBOOK page: Dakota cruisers car club. Check them out. A few changes this year will be: 1) there will be no Sunday breakfast because most motels where people are staying have a breakfast. 2) There will be a \$5 Saturday lunch voucher in the packets for our paying guests. (not Lifetime members). This will allow us to keep out registration price where it is. Vouchers must be turned in by 7 PM at the KC Club for redeeming. Folks can eat anywhere they wish and just have to show the receipt to get their \$5.

In the shop this summer we have been busy. We’ve gotten some cars running that have not been run in many years. 1957 Chevies (2 of them), a ’63 Buck that hadn’t been run in 12 years and on and on. Next problem is with the Woody. Seems, (to make a long story short) the flex plate -- (on cars with automatic transmissions, there is a flex plate that the torque converter bolts to, and with a standard shift transmission, the clutch disc and pressure plate bolt to the flywheel) Flex plate – flywheel... Anyway, if an engine is externally balanced, the harmonic balancer and flex plate, in the case of the Woody, have to match. My harmonic balancer has a weight of 28 oz. and the flex plate was at zero. NO GOOD!! So I have a 28oz. flex plate being shipped in and we will have to change it. Bowler transmissions felt it was their fault, so they are sending me a new one at no charge. That’s nice!! Anyway, more to follow on that!

So, it's a great summer and I'm having fun. Lots of smaller towns have shows, and if we are notified about them, we post them on the web site and some get on FACEBOOK. So be safe, have fun and check out what is going on in YOUR club.

George

PS: Don't forget to call the hotline (852-5277) for the most current and accurate information.

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Please pay patronage to our supporters.

The way I see it, if you want the rainbow, you gotta put up with the rain.
- Dolly Parton



August 1 - monthly meeting at the Clubhouse - pot luck

August 3 - noon lunch TBA

August 4- NDSRA summer rod run Motor to McClusky

August 8 - Wednesday night cruise TBA - leave Hardees at 6:00 p.m.

August 10 - noon luncheon Captain's Cove

August 15 - Wednesday night cruise to Northwest Tire – food will be served - leave Hardee's at 6:00 p.m.

August 17 - noon luncheon Mi Mexico

August 22 - Wednesday night cruise TBA - leave Hardees at 6:00 p.m.

August 24 - noon lunch at Bones

August 29 - Wednesday night cruise to The View – food will be served - leave Hardees at 6:00 p.m.

August 31 - noon lunch at Hacienda

Mini Cooper

Mini (stylised as MINI) is a British automotive marque, owned by BMW since 2000, and used by them for a range of small cars. The word Mini has been used in car model names since 1959, and in 1969 it became a marque in its own right when the name "Mini" replaced the separate "Austin Mini" and "Morris Mini" car model names. BMW acquired the marque in 1994 when it bought Rover Group (formerly British Leyland), which owned Mini, among other brands.

The original Mini was a line of iconic British small cars manufactured by the British Motor Corporation, and its successors. Their models included the Morris Mini-Minor and the Austin Seven, the Countryman, Moke, 1275GT and Clubman. Performance versions of these models used the name Cooper, due to a partnership with racing legend John Cooper. The original two-door Mini continued in production until 2000. Development of a successor began in 1995 and the new generation car was launched in 2001. The current Mini range includes the Hardtop/Hatch/Convertible (three-door hatchback), Clubman (estate), Countryman (five-door crossover), Coupe/Roadster and Paceman (three-door crossover based on the Countryman).

The Mini was originally a product of the British Motor Corporation, which in 1966 became part of British Motor Holdings. British Motor Holdings merged with Leyland Motors in 1968 to form British Leyland. In the 1980s, British Leyland was broken-up and in 1988 Rover Group, including Mini, was acquired by British Aerospace. In 1994, Rover Group was acquired by BMW. In 2000, Rover Group was broken up by BMW, with BMW retaining the Mini brand.

The Mini Hatch/Hardtop, Clubman, Coupe and Roadster are assembled at BMW's Plant Oxford in Cowley, England. The Mini Convertible and Countryman are assembled at VDL Nedcar in Born (Netherlands), the Mini Hatch/Hardtop is also assembled here besides the Oxford plant. The Paceman was till 2016 assembled by Magna Steyr in Austria. A total of 301,526 Mini vehicles were sold worldwide in 2012. Mini vehicles have been active in rallying and the Mini Cooper S won the Monte Carlo Rally on three occasions, in 1964, 1965 and 1967. Mini has participated in the World Rally Championship since 2011 through the Prodrive WRC Team.

In April 2013, Peter Schwarzenbauer became new Mini marque's managing director, succeeding Jochen Goller¹.

The original two-door Mini was a small car produced by the British Motor Corporation (BMC) and its successors from 1959 until 2000. It is considered an icon of the 1960s, and its space-saving front-wheel-drive layout (which allowed 80% of the area of the car's floorpan to be used for passengers and luggage) influenced a generation of car-makers. The vehicle is in some ways considered the British equivalent to its German contemporary, the Volkswagen Beetle, which enjoyed similar popularity in North America. In 1999 the Mini was voted the second most influential car of the 20th Century, behind the Ford Model T.

This distinctive two-door car was designed for BMC by Sir Alec Issigonis. It was manufactured at the Longbridge and Cowley plants in England, the Victoria Park / Zetland British Motor Corporation (Australia) factory in Sydney, Australia, and later also in Spain (Authi), Belgium, Chile, Italy (Innocenti), Portugal, South Africa, Uruguay, Venezuela and Yugoslavia. The Mini Mark I had three major UK updates: the Mark II, the Clubman and the Mark III. Within these was a series of variations including an estate car, a pickup truck, a van and the Mini Moke—a jeep-like buggy. The Mini Cooper and Cooper "S" were sportier versions that were successful as rally cars, winning the Monte Carlo Rally four times from 1964 through to 1967, although in 1966 the Mini was disqualified after the finish, along with six other British entrants, which included the first four cars to finish, under a questionable ruling that the cars had used an illegal combination of headlamps and spotlights. Initially Minis were marketed under the Austin and Morris names, as the Austin Seven and Morris Mini-Minor, until Mini became a marque in its own right in 1969. The Mini was again marketed under the Austin name in the 1980s.



1990 to 2000

Mini Cooper S, 2000

In the 1990s, BMW was seeking to broaden its model range through the addition of compact cars and SUVs. This sparked a series of compact car concept vehicles from the company during the early 1990s. The first were the E1 and Z13, powered by an electric motor and a rear-mounted 1100 cc BMW

motorcycle engine, respectively.

In early 1994, BMW acquired the Rover Group from British Aerospace, which owned Mini, among other brands. BMW insisted that even a compact model must feature iconic BMW characteristics (such as rear wheel drive) to uphold the company's standards and image. The "MINI" brand, however, did not share these standards and BMW saw this as an opportunity to create a competitively priced, yet premium, compact car. This formed BMW's plan to launch the premium BMW 1 Series and the mid-range Mini.

It was at around this time that Rover, too, was working on a successor to the original Mini. Its first concept was the **ACV30** which was unveiled at the 1997 Monte Carlo Rally. The name was partially an acronym of *Anniversary Concept Vehicle*, whilst the '30' represented the 30 years that had passed since a Mini first won the Monte Carlo Rally. The vehicle itself was a two-door coupe powered by a rear-mounted MG F engine.

Just months later, Rover released another concept, this time, a pair of vehicles called **Spiritual** and **Spiritual Too**. These vehicles were a more realistic attempt to create a modern Mini and coincided with BMW's official creation of the Mini project. Although the two-door and four-door pair wore Mini badges, both vehicles remained purely concepts.

In 1998, BMW set out on creating the production Mini. The first aspect that was considered was the design, which was chosen from 15 full-sized design studies. Five of these designs came from BMW Germany, another five from BMW Designworks in California, four from Rover and one from an outside studio in Italy. The chosen design was from BMW Designworks and was designed by American designer, Frank Stephenson. Stephenson penned the new Mini One R50 and Mini Cooper leading the team which developed the E50 car in Munich (parallel development in England by the team at Rover having been dropped in 1995). This design, being a city car, also fitted into BMW's plan of two compact cars, leaving the supermini class for the BMW 1 Series. After the launch of the new Mini, Stephenson told automotive magazine *Autocar*: "We wanted the first impression when you walked up to the car to be "It could only be a Mini."

2000 to present

The last Mark VII Mini, and the 5,387,862nd and final original two-door Mini to be produced, a red Cooper Sport, was built at the Longbridge plant in October 2000. The car was driven off the production line by the pop singer Lulu, and was subsequently housed at the Heritage Motor Centre in Gaydon, alongside the first Mini Mark I ever made. The new generation Mini Hatch/Hardtop went on sale in July 2001 and was an immediate sales success.

In February 2005, BMW announced an investment of £100 million in the Mini plant in Oxford, United Kingdom, creating 200 new jobs and enabling production output to be increased by 20%.

At the North American International Auto Show in January 2011, BMW announced that it would be extending the Mini range with the launch of two new two-door sports crossover vehicles based on the Mini Paceman concept car, with a coupe version planned to enter production in 2011 and a roadster to follow in 2012. In June 2011, BMW announced an investment of £500 million in the UK over the subsequent three years as part of an expansion of the Mini range to seven models.

In July 2017, BMW has announced that an electric Mini model will be built at the Cowley plant, in Oxford, that will start production in 2019. It will also be produced in China.



Airport museum Cookout 2018

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Next General Meetings
at the Clubhouse
Aug 1 & Sep 5 2018

