

DAKOTA CRUISERS



PRESIDENTS MESSAGE

December 2015

“SHIFT’N GEARS FOR 20 PLUS YEARS”



I hope this letter finds all of you in good health and ready for a great holiday season! I want to make sure you know about the Christmas party at "The Grand" on North Hill on December 12th at 6 PM (social) and a 6:45 dinner seating will start. Should be a fun evening with new entertainment for this year! (No, not my new jokes!) Cost up until Dec 2nd is only \$20 per person, starting on the 3rd; it goes to \$25.00 per person.

Some ask what I am doing with my time now that I am retired from Minot AFB, and I tell them that I am not really doing too much! Below I will list what I have going on:

- 1) 1965 Austin Healy 3000-- we are waiting for the metal man to start working and fitting the aluminum fenders on the car. He starts on or around the 1st of the year. Interior will get started this month and next to be somewhat ready for the car. This one is out of Moose Jaw SASK.
- 2) We are just finishing a 57 Chevy convertible waiting for top to get finished and interior also. Then it's the mechanical with bleeding brakes and trying to start an engine that never has been started in my lifetime! (Minot car)
- 3) I have purchased a 1951 Ford "Woody" wagon. That is mine and we started working on it last Monday by stripping it all apart!
- 4) '69 Camaro restoration almost done and returning to the customer Out of Plaza.
- 5) '55 Chevy P/U. Recently painted and it has an LS-1 in it that needs to get running and done. That's been a 10 year project for the customer (not from me, though)--out of Garrison.
- 6) '54 Mercury 4 door sedan that was "Gram-Pa's" car. Grandkids are restoring it for him and them. Will be a year or two project. Needs everything, but it is solid! Out of Burlington--originally out of Anamoose.
- 7) 1940 Chevy 4 door sedan--family car. Full restoration in progress! Chassis is done. Engine and transmission are under way and the body is almost in primer and ready for paint. Interior goes off next weekend to get ordered and started...Now from Minot.

So, for a guy that was going to retire a few months ago, I just can't say "NO" to anybody that asks! Elections went well at the last meeting and the new Club leadership is well set in place. It will be a great year. We already are planning some new things to do and will need some new suggestions. The Finale will take

on some new leadership this year, so please someone step up and say: "I will head this up"!!! Board leadership will help make the job easy!!!

That's about it for now.

George

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*I made myself a snowball,
As perfect as can be,
I thought I'd keep it as a pet,
And let it sleep with me.
I made it some pajamas
And a pillow for it's head.
Then last night it ran away,
But first—it wet the bed*

Calendar of Events-December

- 2 Meeting at the Vegas Motel - 7:30 p.m.- Board meeting at 6:00 p.m.
- 4 Noon lunch call the Hotline
- 9 Wednesday night cruise to Hardees - 6:30 p.m.
- 11 Noon lunch call the Hotline
- 12 Christmas Party at the Grand International Inn - 6:00 p.m. - contact George Masters or Cara Olson
- 16 Wednesday night cruise to Hardees - 6:30 p.m.
- 18 Noon lunch call the Hotline
- 23 Wednesday night cruise to Hardees - 6:30 p.m.
- 24 Christmas Eve
- 25 Christmas Day - no noon luncheon
- 30 Wednesday night cruise to Hardees - 6:30 p.m.
- 31 New Year's Eve

**Minutes of Dakota Cruisers General Meeting
November 4, 2015
The Vegas**

I. Call to Order:

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

Board members present George Masters, Cara Olson, Dave Alberts, Lynn Amundson, Ken Amundson, Ron Penfold, Tom Uleberg, Steve Smith, and Roger Lee.

Welcome –New Members & Guests 71 in attendance.

II. Pledge of Allegiance

III. Minutes of the Last Meeting:

The minutes of the last meeting were approved as presented.

IV. Treasurer's Report

The Treasurer's Report was presented by Cara Olson.

V. Committee Reports

A. Christmas Party December 12 – Cara & George Cost is \$20 per person until December 2 and then the price goes to \$25 per person. If you have not signed up see Cara after tonight's meeting.

V. Raffle Tickets - Arlan & Lisa Krebsbach have volunteered to take over the responsibility of raffle tickets sales for 2016. The board is working on this year's prizes.

VI. Old Business

A. Election of Officers –

George Masters, President – Bill Klimpel moved that nominations cease and cast a unanimous ballot for George Masters. Motion carried.

B. Dave Alberts, Vice President – Tom Carson moved that nominations cease and cast a unanimous ballot for Dave Alberts. Motion carried.

C. Cara Olson, Treasurer – Steve Belcher moved that nominations cease and cast a unanimous ballot for Cara Olson. Motion carried.

D. Secretary – Nomination was made by Ken Gorze for Lisa Krebsbach. Lisa respectively declined. Nomination was made by Jerry Black for Randy Hysjulien. Randy respectively declined. Motion was made by Goldie Braaten for Rita Webb. Rita respectively declined. Dave Alberts nominated Steve Belcher. Seconded by Bill Klimpel and also moved that nominations cease and cast a unanimous ballot for Steve Belcher. Motion carried.

E. Three board members nominated at last month's meeting were Ken Amundson, Greg Olson, and Craig Eraas. Steve Belcher moved that nominations cease and cast a unanimous ballot for the three nominees. Motion carried.

F. Congratulations to all newly elected board members.

G. Auction for the Chevy crate motor from this year's raffle. The winner elected to take the cash option. Opening bid of \$1300, Dave Alberts placed a bid of \$1350. There were no other bids so the winning bid was \$1350 by Dave Alberts.

H. Season Finale Location for 2016 – The members discussed the pros and cons of holding the Season Finale at The Vegas/Sevens or The Sleep Inn. A vote was conducted via written ballot. The Vegas/Sevens was the winner.

VII. New Business

- A. **Swap Meet** - February general meeting.
- B. **Movie at Somerset Court** – A movie night will be held at the Somerset Court Theater the end of January or first part of February. The movie Grease will be shown. Dates will be announced in the near future.
- C. **Annual Christmas Donation** – Four letters of request were received. Community Auction, Domestic Violence & Crisis Center, CFC Youth Mentoring, and Companions for Children. The board has voted to award a total of \$2000 divided equally among the four organizations. Checks will be presented at the Christmas party.
- D. **2016 Year of????** – George has suggested 2016 the year of Small Business. Possibly offering the owner of a small business a club membership which would entitle them to place a business card size ad on the Cruisers website. More to come on this concept.
- E. **Bus Trip to Rapid City Counts of the Cobblestone car show** – If there is enough interest the club may set up another bus trip. This time there would be a one night stay. More on this at a later day.

Next Board Meeting: Dec. 2 – 6:00 PM The Vegas

Next General Meeting: Dec. 2 – 7:30 PM The Vegas

Christmas Party: Dec. 12 – The Grand

Website or hotline (852-KARS) for more updates and schedules.

Adjournment: The meeting was adjourned at 8:07 PM

Respectfully submitted, Lynn Amundson, Secretary

The History of the Mag Wheel

Car folks and non-car folks have heard the phrase a million times; "Check out the mag wheels on that car." For the most part, they aren't really "mag" wheels anymore, to tell you the truth. Way back in the day, sure, but today's custom wheels are usually made from aluminum and sometimes plain old steel.

Believe it or not, the term "mag wheel" came about because of the material these wheels were originally made from...magnesium. Magnesium wheels were lighter and stronger than the steel spoke wheels being used on racing cars at the time. We are talking about the 1930s here. The weight reduction was a very big deal as wheel weight is unsprung weight which has a huge impact on ride, handling, braking and performance. Heavier wheels require suspension tuning that compromises ride comfort and performance so dropping unsprung weight makes for easy performance gains.

But magnesium came with its own set of problems. Magnesium wheels crack rather than bend like steel wheels do. While large hunks of magnesium are hard to ignite, once burning, they are VERY difficult to extinguish. Other materials would need to be found to cast or forge wheels from that had the weight advantage of magnesium without the penalties of fragility or flammability. Enter aluminum. Aluminum offered the light weight of magnesium without the frailty or flammability. It could be cast using a number of different casting processes or forged for increased strength.

While the weight and strength were nice, there was something else about these wheels that took people for a spin. They looked good. They could be made in a dizzying array of styles and compared to the plain old steel wheels or bland wheel covers most cars came from the factory with, they were lightyears ahead in street cred. With the explosion in popularity of hot rods and factory performance cars, custom wheels became an absolute necessity for car owners who wanted to individualize their cars and the automotive

aftermarket responded. Wheel companies began pouring and forging aluminum wheels like the American Racing Torque Thrust D and combining aluminum wheel centers with steel wheel rims leading to wheels like the ubiquitous the Cragar S/S five spoke "mag" wheel. Along with American Racing and Cragar, other wheel makers like Keystone, Fenton, Weld, Centerline, Hurst and dozens more made, and continue to make their mark on cars and trucks all over the world.

The car manufacturers were noticing. As far back as the 1950s, cars like the Cadillac Eldorado were coming out of the factories with a forged aluminum wheel. Pontiac released its sensational eight-lug wheel with integrated aluminum brake drum in 1960 and was merely the first volley in the factory "mag" wheel wars. Buick jumped into the fray in the early '60s with a stamped steel, chrome-plated five spoke road wheel for their Wildcat and Riviera models. It remained a popular option on big Buicks for decades so much so that they even made a wheel cover for plain steel wheels that looked just like it.

Before long, other car builders were getting into the act. Chevrolet introduced an aluminum wheel with a knock-off center for the Corvette. Motor Wheel Corporation, an original equipment supplier, provided their beautiful Magnum 500 five-spoke chrome wheels to several manufacturers including Chrysler, Ford and American Motors. As time went by, less expensive alternatives were coming out of all the factories. Ford was making their own styled steel wheels for Mustangs, Cyclones and other performance models. Chrysler introduced their stamped-steel painted Rallye wheel as did Chevrolet and AMC. These wheels were made the same way as plain steel wheels but with better style, bright paint and stainless trim rings to set them apart from the plain Jane wheels.

The king of the factory styled steel wheels has to be the one from Pontiac known as the Rally II. Introduced in 1967, it replaced the popular Rally I and the pioneering eight-lug wheel and was available on both their big and small cars. The Rally II was made in several sizes and colors but the basic wheel stayed in production almost until the end of the third generation Firebirds lifespan. While Pontiac, and other manufacturers, made styled wheels, the Rally II covered more ground than any of them. From plush Grand Safari station wagons to rip snorting Ram Air Trans Ams, the Rally II wheel was everywhere. So popular was this wheel that it was also used on some Holden models down in Australia and Opels in Germany.

And real "mag" wheels are still around too. Magnesium wheels are still finding their way under some cars and trucks but mostly very high-end jobs like Porsche and in some racing applications. While magnesium continues to hang in there after all these years, recent developments have also allowed the creation of carbon fiber wheels that are tremendously strong while also being incredibly light. These wheels are unapologetically expensive, but are half the weight of an aluminum wheel and a good deal stronger.

OFFICER/BOARD DIRECTORY

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ADDRESS CORRECTION
SERVICES



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Next General Meetings at
the Vegas:
Dec 2 & Jan 6, 2015