

DAKOTA CRUISERS



PRESIDENTS MESSAGE

Dec 2018

“SHIFT’N GEARS FOR OVER 20 YEARS”



As I write this, not much snow is settled on the ground, and for early December, that is great! In a few weeks, the days will even start getting longer! Bring it on. Bring on the 25th Anniversary year of the Car Club—Your Car Club—the great Car Club--- the Dakota Cruisers. Twenty-five years is pretty neat for an organization like this. It has been my honor to lead the group through some times that there were disagreements and through some times when there were none---like now!

Anyway, the 25th will be a great year for all of us. We have a few events already in the schedule. The 18th of May we will be traveling to Ray to see the fantastic collection of the Meyers. They have a bunch, and I mean a bunch of cars to see. Mark your calendars. Then on the first weekend in August, we will have out Club Run together to the Canadian Western Nationals—The Super Run in Branden, Manitoba. If you plan on going on this run, you will need a valid Passport for re-entry into the US. Don't wait until the last minute on this one!

By the time you get this (except for an E-Mail) the Christmas Party will be behind us. But in case you get this early and want to come to the party and haven't pre-registered, you can Join us at 6 for a very nice evening.

We are very close to offering the 25h Anniversary clothing the will be available on an “on-line” store. When you see the web site, you'll be able to go on that site and order the articles You want to purchase. Credit Card will be the way you pay for the stuff and I think this will be a really nice way to go. More to follow.

Let me take this time to thank Board Members Doug Frazier and Steve Smith for serving their two-year stint on the Board. As you know, each Board member has to head-up with another Member, one of the major events that the Club takes on, and Doug and Steve have successfully completed and 'done a fine job' with their responsibilities. Thanks Guys!

Now time to welcome the newest Board Members, Kayla Strietz and Dennis Ziemann. They will bring new insight and new ideas to the group. I might have spelled their names incorrectly, But they know who they are!! (And eventually I will get it right!

Well, all for now. Merry Christmas and Happy New Year from Eileen and I.

George

SUPPORTERS OF DAKOTA CRUISERS

Bones BBQ- Jerome Lundeen
Buffalo Wild Wings
Buffalo Wings & Rings
C & R Radiator-Brian Honcharenko 701.223.0585
Dakota Trackside
Emily Upholstery
Farmers Union Insurance- Steve Hellman
GS Hydroseeding & Snow Removal- Shannon Osborn
Hacienda
Harry's Tire Service- Clint Burgardt
Jerry's Repair & Alignment LLC- Jerry & Allison Frye
Magic City Truck Auto & Repair- Ken Frederick
Master Auctions, LLC- Randy Kilback
Master Restoration- George Masters 701.240.6771
Mi Mexico Mexican Restaruant- Ricardo Vasquez
Minot Health Clinic- Trisha Fennern
Minot Muffler- Gary Gulllickson
NW Tire
Paul Siebert Financial & Insurance Services Inc
Perfect Finish LLC- Zuck Baker
Premier Physical Therapy-Blerim Dibra 701.837.8441
Starving Rooster
The Muffler Shop

Please pay patronage to our supporters.

Calendar of Events

December 5	monthly meeting at the Moose, come at 5:30 p.m. if you would like to order off the limited menu - 7:30 p.m. - Board meeting at 6:00 p.m.
December 7	Noon lunch to Applebees
December 8	Christmas Party at the Moose - \$10 per person, after December 1 \$15 - 6:00 p.m.
December 12	Wednesday night cruise to Hardees - 6:30 p.m.
December 14	Noon lunch to Parker
December 19	Wednesday supper to Badlands - 6:30 p.m. RSVP to Bill at 240-5803
December 21	Noon lunch Grizzlys
December 24	Christmas Eve
December 25	Christmas Day
December 26	Wednesday night cruise to Hardees - 6:30 p.m.
December 28	Noon lunch Starving Rooster
December 31	New Year's Eve

The History of the Four-Wheel drive

<https://www.haleydodgedealer.com/history-4wd.htm>

The four-wheel drive was born at the beginning of the last century, developed by a succession of visionaries, that started with a Wisconsin blacksmith and continued with such men as Harry Armenius Miller and Harry Ferguson. They never would have believed their development would prove to be the most popular "school" transport a century later.

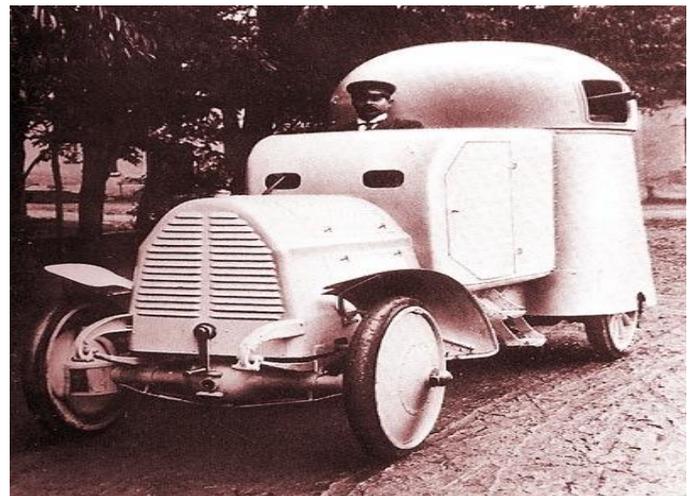
The first four wheel drive car was built in 1903, but it wasn't until the early 1980's that the concept again found favour in series production, and even then only one major manufacturer had enough faith in the concept to make it an integral part of the range, other than for off-road use. That company was Audi, which offered two Quattro models.

It is strange that the same enthusiasm that greeted the Quattro on its first appearance at Geneva in 1980 was also shown towards other 4 x 4 designs that had preceded it. Road cars like the Jensen FF, racing designs such as the Cisitalia 47, and the various Formula 1 prototypes of the seventies together with sophisticated off-road models like the Range Rover, were all acclaimed on their introduction, but only the cross-country vehicles prospered. In many cases, the problem had been technical (the lack of an effective constant velocity joint prior to 1930 being a major consideration), or financial.

Prior to the Quattro, most of the vehicles lacked proper development and marketing back-up, and many of them featured four-wheel drive in combination with other advanced techniques, such as turbine engines or anti-lock braking systems for example, which made the vehicle package too complicated for commercial success. Others, like the AMC Eagle and the Subaru Leone, aimed their designs more at the off-road user than the road driver (although things would change at Subaru over the years, with their stellar All-Wheel-Drive system). Fortunately, military users had been constant four-wheel drive devotees since the Second World War, and it is to the military that we must give thanks indirectly - for the development of the Audi Quattro range and all that followed Audi's lead.

The Military Heritage Of The Four Wheel Drive

The American army made the first move in 1912, when it began to swap some of its horse-drawn carts for trucks made by the FWD Auto company, which featured four wheel drive - as the initials implied. In June 1940, the army asked its suppliers for proposals for a "General Purpose 4 x 4 Truck" that would have a maximum speed of 50 mph and cross-country capability. The American Bantam Car Company, formed to build the Austin 7 under license, called on a freelance designer from Detroit, Karl Probst, who came up with a set of plans in only five days. The prototype was completed in 49 days, and Bantam won a contract to supply 3000 examples of the vehicle, which was



already known as the "Jeep" from its "General Purpose" title. Later, Ford and Willys Overland were to take over the contract because of their more competitive prices, and between 1941 and 1945 more than 600,000 Jeeps, all following Probst's original concept, were to spread the 4 x 4 message throughout the world.

Before and during the war, only the Americans had espoused the Jeep concept. Sure, there was the German amphibious Schwimmwagen designed by Dr. Porsche which featured all-wheel drive, as did a total of 564 special VW Beetles built between 1942 and 1944, but the best-known German military vehicle, the Kubelwagen, had rear-wheel drive only. After the war, however, every general in every country was on the lookout for a Jeep of his own. In 1946, just as the US



Government demobilized its GI's, so did Willys Overland demobilize the Jeep, turning it into a relatively comfortable closed vehicle while retaining its military forbear's off-road abilities. The Universal, as it was known, created a new class of vehicle that was to enjoy an ever-increasing popularity, particularly in the USA. The age of the off-road leisure vehicle had arrived - however unlike the luxury 4x4's that command the roads today, in their infancy it was the dirtier and more un-kemp off-road vehicles that better expressed the macho appeal of the 4 wheel drive.

In 1954, following this train of military thought, the German army approached a number of constructors and asked them to submit prototypes for evaluation. The model chosen was that from Auto Union, the DKW Munga. It was notable for the fact that most of the major suspension units were interchangeable front and rear. Twenty-two years later the same constructor, which had changed its name to Audi in the interim, was successful in winning another contract, this giving birth to the VW Iltis, the direct descendant of the Munga. It was during winter trials one day - or so the story we have been told - that engineer Jorg Bensinger watched the Iltis performing alongside some Audi prototypes and had the idea of adapting the Iltis running gear to a road car.

To the credit of the Audi management, they accepted the idea and sold it to corporate headquarters at Wolsburg. The investment in the Quattro was made, and development carried through till the car was a saleable commodity. The final investment, an important one, was in a strong promotional campaign designed to overcome the ignorance and general malaise which surrounded the 4 x 4 concept for road cars. The Quattro's success in rallies was an important part of that campaign.

Ferguson the Pioneer

The story of Harry Ferguson, a man who was probably ahead of his times, is interesting. Starting in 1950, the wealthy tractor manufacturer undertook the task of convincing the motor industry of the advantages of all-wheel drive for road cars, in terms of both safety and efficiency. However, if any manufacturer was impressed

by his arguments they did nothing to show it in terms of action.

Harry Ferguson Research built prototypes of a sedan with four-wheel drive and all-independent suspension - the engine was mounted in a sub-frame at the front, the transmission was semi-automatic, and the brakes were equipped with Dunlop's Maxaret anti-skid system.

A Mustang fitted with Ferguson "All Wheel Control" and a Capri that followed it almost convinced Ford. Chrysler took out a license for production in the USA, and a transverse-engine Austin 1800 impressed BMC. The Ferguson system could have won at Indianapolis, but was banned by USAC before it could have a chance to make its mark.

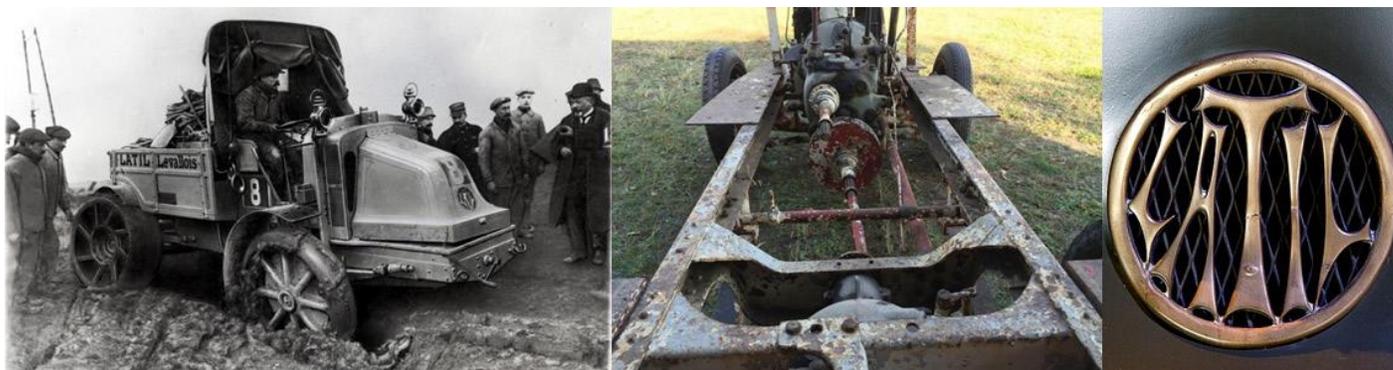
In 1965, Jensen went into production with the Interceptor FF, a car relying heavily on Ferguson technology, using an uneven torque split of 63 percent rear and 37 percent front. However, of the 5000 or so Interceptors sold between 1966 and 1971, less than 400 were FF versions. The vehicle's downfall was its high price, lack of forceful marketing and promotion, and the failing of its Maxaret brakes.

With its name changed to FF (Ferguson Formula) Developments, in 1972 the small British firm built two prototypes for Fiat on the base of a 130 and a 128. There was no immediate reaction from the Italian giant, but ten years later they used the principal of the epicyclic differential for both the Lancia Delta Turbo 4 x 4 and the Panda 4 x 4.

In 1979, AMC adopted the Ferguson system for use in its Eagle for the American market. In the meantime, Ferguson had perfected its Viscous Control system, which used a viscous coupling to achieve a progressive self-locking effect, and which was used in the rear-wheel drive Sunbeam Lotus Rally cars as a self-locking differential.

Unfortunately, AMC decided to revert to the less-sophisticated Quadra-Trac for its Jeeps and part-time 4 x 4 road cars, but then along came Peugeot. In the 205 Turbo the differentials operated normally and had no effect on steering or road-holding. In the event of a lack of traction, the silicone-faced discs of the Ferguson coupling automatically locked almost completely, although there was a degree of slip similar to that which takes place in a hydraulic torque-converter. In order to cover all eventualities, Peugeot also used a conventional ZF limited-slip differential in the rear and made provision for a similar fitting at the front.

All this mechanical complexity was designed to extract the maximum from a car weighing around 2000 pounds and propelled by an engine that developed more than 300 horsepower in competition trim. It served to show that there was almost no limit to the search for perfection in a four-wheel drive configuration, and consequently almost no limit to the costs involved.



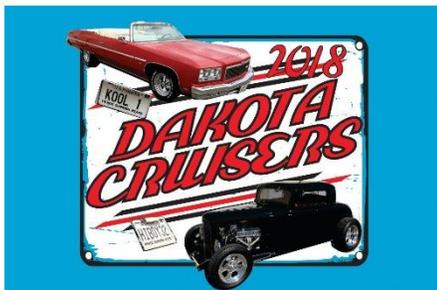
OFFICER/BOARD DIRECTORY

POSITION	NAME	PHONE NUMBER	E-MAIL
President	George Masters	240-6771	gem@min.midco.net
Vice President	Detrick Thomas	240.-7295	dee_thomas1977@yahoo.com
Secretary	Pricilla Jevne	720-8058	pljevne@yahoo.com
Treasurer	Cara Olson	721-1627	cloolson2144@hotmail.com
Newsletter Editor	Tammy Kloehn	721-5345	tammykloehn@yahoo.com
Board Member	Brian Olson	509.6978	bdolson@yahoo.com
Board Member	Craig Eraas	721-5500	craig.eraas@gmail.com
Board Member	Greg Olson	721-5531	gominot@yahoo.com
Board Member	Steve Smith	833-3434	scsmith@.com
Board Member	Doug Frazier	721-7203	badss@aol.com
Webmistress	Sherie Saltveit	721-7501	sjsaltveit@hotmail.com
Facebook Coordinator	Kayla Streitz		kaylastreitz867@yahoo.com

WEBSITE ADDRESS: www.dakotacruiser.com

701 852 - KARS

ADDRESS CORRECTION SERVICES



800 31st Ave. S.E., Lot 900, Minot, ND 58701

Next General Meetings
at the Moose Club
Jan 2, 2019

