

DAKOTA CRUISERS



PRESIDENTS MESSAGE

February 2017

“SHIFT’N GEARS FOR OVER 20 YEARS”



The middle of winter brings some folks out, and others – well, it keeps inside. That’s OK because when weather does change to warm, we will be ready for an exciting time and some summer cruising! We have some different cruises lined up this year, so follow the web site and be ready!

The February meeting at “The Vegas” will be different in that there will be a swap meet. members can bring items to sell that are automotive related or antique related for all in attendance. So, come and enjoy!!! Smaller items can be brought but larger items—well just bring a picture!

The NDSRA Christmas party and annual meeting in Bismarck was a great success. I am no longer the President of the organization so now I can just go to things and just watch what goes on! There will be an NDSRA picnic this coming August in McClusky, and we will probably cruise together as a large group from Minot. It is August 5th, so plan on that event and joining the NDSRA if you are not a member already. Busy times at the shop. I am doing a number of cars in my shop and as guys and gals stop by and watch what is going on, they ask questions and really show interest in learning. Some things that are being done--well some have never seen these steps and procedures. Therefore, I will be hosting a seminar on 10 different areas of automotive interest. I will host this on the 18th of February at my shop. Starting at 9:30 and ending about 1 or 1:15. Cost of only \$20.00 will get you “hands on” experience in a number of areas. Further on in this newsletter is the seminar subject matter. First 15 folks to sign up and pay are “in”! Price will include a lunch! Come and join in!!!

President Spring Cruise will take us to Ray, ND to see Darrell Meyers collection and his newest toy or toys! May 20th is that activity. We will be leaving from the Flying “J” plaza West of town and proceeding on to the activity...There will be no charge for this activity, but pot luck deserts may be in order! We are working diligently on the ‘67 Chevelle for member Steve & Cindy Lauckner of Kramer. It should be done in about 60 days or so. Then it is on to the next one for Vickie Steinke. A 1954 Ford 2 door sedan---dark blue and white...

I am going to sign off for now. Please get involved in the club this year. Let’s have some fun and play with our toys!!!

George

PS: Look for the Seminar agenda following in this newsletter and on the web.



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**Some days I amaze myself.
Other days, I put my keys in the fridge.**

The Audit for the Dakota Cruiser financial statement has been completed. All records are accurate and have been kept properly according to Becky Dolley, CPA.



THE FIRST GREAT AMERICAN ROAD TRIP

June 29, 2012 By **Christopher Klein**

The road trip. It's as American as baseball, hot dogs and apple pie. Back in 1903, the roads were open, but they were also unpaved, unmarked and unkempt. This made for a remarkable journey when a former bicyclist, a dog riding shotgun and a retired doctor looking to collect a \$50 bar bet embarked on America's first cross-country road trip.

In the early afternoon of May 23, 1903, Horatio Nelson Jackson and Sewall Crocker slid into the front seat of a gleaming, cherry-red Winton touring car and chugged down San Francisco's Market Street amid a sea of horse-drawn carriages. The sleeping bags, cooking gear and supplies packed inside the automobile testified to a long journey ahead, but the road trip on which the men were embarking was truly epic—an unprecedented cross-country drive to New York City. And it all started with a \$50 wager.

Just four days before, a bar debate about the newfangled horseless carriages ignited inside San Francisco's exclusive University Club. While most of the tipplers dismissed the automobile as a passing novelty too unreliable to survive a trip across America, Jackson disagreed. Then, in a scene straight out of Jules Verne's "Around the World in 80 Days," someone bet Jackson \$50 that he couldn't make it to New York City by car in less than 90 days. The real-life Phileas Fogg—a 31-year-old automobile enthusiast from Burlington, Vermont, who had given up his medical practice after a bout of tuberculosis—heartily accepted.

Jackson recruited Crocker, a 22-year-old former bicycle racer and a gasoline engine mechanic, to be his Passepartout. Based on Crocker's recommendation, the former physician purchased a used 20-horsepower Winton touring car for the treacherous journey. Jackson named his new wheels the "Vermont."

Previous cross-country automobile trips had all ended in failure, and Jackson's hastily arranged drive was likely to suffer a similar fate. Jackson had little driving experience and less mechanical knowledge, but at least he had his wife's inherited fortune to fuel his impulsive voyage. Still, American roads were extremely primitive—fewer than 150 miles nationwide were even paved. There were no road signs, road numbers or gas stations, and automobiles were extremely prone to breakdowns.

The Vermont was no different. Just 15 miles outside of San Francisco, a rear tire blew, and the duo replaced it with their only spare. It wouldn't be their last pit stop.

In the Sierra Nevada's, the Winton waded through streams and weaved along narrow mountain roads never before traversed by automobile.

Jackson and Crocker were forced to move boulders by hand. The rocky roads rattled the men like bobble head dolls and continually sent

Jackson's personal effects—his coats, his fountain pens and even his spectacles—overboard. Wrong turns and breakdowns, such as a broken clutch and a clogged oil line, slowed their progress.

Although Jackson and Crocker were aboard a machine that would help shape the 20th century,





they were essentially stuck in the 19th. They relied on stagecoaches to bring new parts and on blacksmiths to make repairs. After they found themselves stranded for eight hours in the Oregon desert, a cowpoke lassoed the disabled Winton and had his horse give it a tow—an equine version of AAA roadside service.

Luck did not seem to be on the motorists' side. After a leak left their gas tank nearly empty, Crocker set off on a 26-mile bicycle ride to the nearest town. A bike tire punctured, however, and forced Crocker to walk most of the way back with the fuel. It took 19 days for the duo to reach Idaho, where they picked up a traveling companion—a bull terrier named Bud whom Jackson purchased for \$15. Jackson and Crocker fitted Bud with motoring goggles to protect his eyes from dust, and throughout the journey the canine proudly wore them from his front-seat perch.

Jackson hoped their new mascot might be a good-luck charm. He wasn't. Bad directions in Nampa sent them on a 76-mile detour, a team of horses had to extricate the Vermont from a quagmire that had swallowed it up to the floorboards, and Bud got sick drinking alkali water. When the men went 36 hours without eating after getting lost in the Wyoming badlands, Jackson joked that they "were stealing speculative glances at Bud as we tightened our belts."

Bud in his motoring goggles.

As they pulled into Rawlins, Wyoming, a connecting rod to the crankshaft snapped. They waited five days for replacement parts to arrive by railroad from the Winton factory in Cleveland before getting back on the road. On July 1, Jackson wrote to his wife from Cheyenne, Wyoming, "Well the worst of our trip is over." Not quite. Just hours later, history repeated. The stud bolts on the car's other connecting rod broke this time, and again they lost five days waiting for parts. By the time they got back on the road, it was July 7 and day 46 of the drive, and more than half the country still lay ahead of them.

Through it all, Jackson somehow maintained his optimism, perhaps thanks to the tremendous reception he received along the journey. In many towns, curious onlookers crowded around to see an automobile in person for the first time. By the time, Jackson arrived to a cheering throng in Omaha on July 12, his bar bet was starting to captivate the nation.

Finally, the travelers started to make good time, averaging 150 miles a day. On July 17, they arrived in Chicago and were treated to receptions by city officials and automobile dealers. Three days later, a convoy greeted them outside Cleveland and escorted the Winton triumphantly back to its birthplace. Outside of Buffalo, the road trippers survived a scary accident that tossed them out of the car but caused minimal damage to man, car and beast.

Despite the fanfare, it generated, the epic road trip ended as quietly as it started. The Vermont, its cherry-red finish caked with dried mud, crawled down Manhattan's deserted Fifth Avenue at 4:30 a.m. on Sunday, July 26. The approximately 4,500-mile journey had taken 63 days, 12 hours and 30 minutes. Incredibly, given all the problems, Jackson had won his wager with nearly a month to spare, although it cost him \$8,000 in the process.

Jackson, Crocker and the photogenic Bud became celebrities, pictured in the newspapers and praised in Winton advertisements. On July 30, Jackson, his wife and Bud headed for home in the Vermont. As it crossed the threshold of the Jacksons' stable, the exhausted Winton exhaled and, perhaps fittingly, its drive chain snapped in two.

New Seminar Scheduled

I will be holding another seminar for automotive enthusiasts. Dakota Cruiser members will have the first chance and it will be limited to the 1st 15 members willing to sign up for \$20.00 each. Proceeds to cover the cost of the seminar and a meal. I will be hosting the seminar at my shop and assume all responsibility. (5 already signed at this printing)

The following items for this seminar will include:

- 1) Demonstration of proper use of “the clay bar system”. Will be a “hands-on” version of how to use the clay bar on a vehicle or vehicle part. The clay bar ‘strips’ the paint down to its raw state and allows a person to wax the car for paint protection. GEORGE
- 2) Soldering techniques. Will get to “hands-on” solder wires together properly and heat shrink the connection. Showing how much better this is than the normal ‘crimp’ method of joining wires. Use of heated connectors a possibility. George
- 3) Weather strip Adhesive: How to properly apply. Will have the opportunity to show and adhere weather stripping to sheet metal – proper method! GEORGE
- 4) Flaring Techniques: Demonstrate how to flare tubing and how to double flare— (used in brake lines). This may or may not be demonstrated, but will attempt!
- 5) Stainless polishing. We will take pieces of stainless steel. Sand them and polish to a high luster. Weather permitting will go outside--GEORGE
- 6) White wall tires: Hands on the different ways to get white wall tires to “whiten up” and the different ways to get tires to ‘shine’ or not shine! (Bring a whitewall if you can!!!) GEORGE
- 7) Paint touch-up: How to touch up paint where nicks and chips developed. Kurtis Reid to demonstrate. KURTIS
- 8) Dent Removal Demonstration: PDR Specialties will show us how they remove dents in a vehicle. Either on an actual car or a ‘sample’ piece. GREG FEEHAN
- 9) Fire Emergency: Minot Rural Fire Department will give a demonstration of how to put out a real fire! Either diesel fuel or electrical wire. (1:00)
- 10). Tires: How to tell how old a tire is. Each tire has a date or date code stamped on the inside of the tire. Hosted by Northwest Tire. CURT SETTER

MORE ITEMS MAY BE ADDED TO THIS AGENDA AS WE GET CLOSER TO SEMINAR TIME. THIS SEMINAR WILL START AT 10 AM, LUNCH SERVED AT NOON, AND IT SHOULD END BY 1:15 PM OR SO. Then we can proceed to Summerset Court for a movie afternoon. That will be FREE!! CERTAIN ITEMS ABOVE MAY CHANGE BASED ON FOLKS’ SCHEDULES.

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ADDRESS CORRECTION
SERVICES



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Next General Meetings at
the Vegas:
Feb 1 & Mar 1, 2017