

DAKOTA CRUISERS



PRESIDENTS MESSAGE February 2018 "SHIFT'N GEARS FOR OVER 20 YEARS"



As I write this I am just returning from the Jamestown Classic Car show where I took my latest 4 door Chevy Bel Air. And believe it or not, I took "Longest Distance" award! Go figure 180 miles and it's the longest distance! Oh well. I was able to make great headway with a part that I needed for the Woody and now that task is behind me.

We had a great January with the club. We welcomed in 2018 with a full house at the monthly meeting and then the NDSRA (North Dakota Street Rod Association) at the Sleep Inn in the 13th was a huge success. We had a good meeting, then Northland Bus provided us busses to enjoy 5 garages or shops (thanks Steve & Cheryl for the busses) and then an evening of good food, comradery, and even some door prizes---not to mention the bag lady! Thanks to Dave Alberts for doing a SUPER job on making this event a huge success with very few, (if any) complaints, issues, or problems.

February will also be chocked full of 'stuff' to do – such as: The February meeting will include a special treat starting before the meeting. A special treat for anyone who is a current member, guest of a current member or a friend of the club. We also will be having the swap meet, so plan on bringing an item or two for there. Or more for that swap meet. We have some new "Business Members" to introduce and we will make them feel welcome as usual.

Then on the 9th of Feb. we will be moving into the Wild About Wheels car show. Detrick and I will be in charge of things this year. We have committed 20 to 40 cars and trucks for this show and as it stands right now, I'd like to see vehicles that hadn't showed at this show last year. Some exceptions will be addressed and made. Please pre-register at this meeting and or call me for acceptance. There will be 3 rooms with different activities and show cars scattered around. Fun times. Also, we will be having raffle ticket sales and things so please be willing to donate an hour or two to help out and have some fun that weekend. Then, the 3rd Saturday we will showing the movie "The Fastest Indian". It's about the design, development and production of the Indian Motorcycle. I haven't seen it yet, but I hear it is very interesting. Come join us at Somerset Court that Saturday at 1:30---Movie starts at 2 SHARP!!

Anyway, dues are due and if you haven't sent yours in yet, please do so. You can sign up or renew at the WAW car show on the 10th and 11th.

I'm going to now write an article for this newsletter about obtaining a title for a vehicle if you get one that does not have one. Read on...

George

SUPPORTERS OF DAKOTA CRUISERS

C & R Radiator-Brian 701.223.0585
Dad's Garage-Lonn Satron 701.420.2003
Fastenal-Craig Lundgren 701.839.7566
KR Auto Body Repair-Kurtis Reid 701.339.3447
Jerry's Alignment & Repair-Jerry & Alison Frye 701.852.0332
Master Restoration-George Masters 701.240.6771
Niess Impressions 837.2767
Premier Physical Therapy-Blerim Dibra 701.837.8441
Sebo Motorsports-Ryan Sebo 701.837.9967
State Farm-Kellie Thorman 701.839.4999
Tuff Enuff Inc. 701.837.8833

Please pay patronage to our supporters.

The fourth Wednesday of each month, at 6:30 pm, the club has chosen to dine out. To ensure the restaurant will be ready for us, we need to get a head count to Bill if you will be joining. Please call 701.240.5803 with the number in your party the day before. February 28th will be at

Hacienda. Fridays noon luncheon for the month of February:

Buffalo Wings and Rings, Bones, Mi Mexico, and Village Inn.

Please remember to call the hotline prior in case of changes.

People say nothing is impossible, but I do nothing every day.



HOW TO OBTAIN A GOOD OR NEW NORTH DAKOTA TITLE

By George Masters

Have you ever bought a vehicle and did not get a title or have had a **bad** title? I have and I'm doing the procedure to get the title right now. It takes a bit of doing but with the right 'tools' it is pretty easy.

The first thing you need to do is get the VIN on the vehicle. By 'on the vehicle', I mean off of the vehicle. Early Chevies have them on the door pillar. Cars have pillars labeled "A-Pillar, B-Pillar or even the C-pillar". The A-pillar is the one that the door hinges on—the firewall, windshield main support. The B-pillar is the second one where the door will latch and if it is a 4 door, there is a C-pillar. If you get like Craig Gunning there might even be a D-pillar!!!

Just kidding of course! Newer cars have the VIN in the front of the dash pad on the dash. You can see it through the windshield ahead of the steering wheel. If you are dealing with vehicles that are from the 30's, 40's and some 50's, VIN's are in many different locations. The internet may help you with this issue. So, with the VIN (Vehicle Identification Number), you must pay \$3.00 to the Motor Vehicle Department in Bismarck. They then will e-mail you the information that that vehicle VIN is good. Now, you have a foundation that you need to get started. The next steps are in no particular order, but necessary to get the title. You must get a Notarized "Bill of sale". If you are buying this car out of state, I would recommend sending the seller a North Dakota Form SFN 2888 for this. It must be notarized, and the dollar amount you paid for the vehicle needs to be on that form and be honest. A few dollars saved in dishonesty could lead to many bad things! Then you need to fill out Form SFN 2872 which is an application for a title. This form is really simple, and it is where you establish who's name the title will be in and address information. Of course, info about the car---Year, Make, Model, VIN, etc. Then you need ND Form SFN 2486 which is a VIN inspection form. This is signed by a business or person that is registered with the ND Secretary of State and is authorized by certificate, to inspect, not only the VIN, but in all cases where you need a license plate. Sometimes I get the "title only" and work with the full inspection at a later date. I include a 'sticky note' stating this is for a title only. However, if your car needs a "full Inspection", then the registered agent mentioned above, can provide this service. Each shop authorized, as mentioned, has different prices set for this service.

Any other forms needed to complete this process, are available at the DMV and can be completed right at their counter. And, the forms mentioned are available at the DOT web site for North Dakota. Now the last thing needed will be a picture or two of the vehicle. Have them printed out and be ready to submit them with the above mentioned paperwork. Here are some hints for the paperwork to go thru smoothly: On the form where it asks: Why can't a title be provided? DO NOT put in there..."LOST". Put in there DESTROYED. If you put LOST, some counter persons say "Well, maybe you will find it". If it is DESTROYED, it will not re-surface. Where it says COMMENTS: write in "NO COMMENT". Where it says: EXCEPTIONS---say 'NO EXCEPTIONS'. Plain and simple!

When I owned the Auction, we would get titles from folks and they would have a digit or two off from the VIN on the car and the title itself. They would tell me: "I've owned this car for 20 years". Well, I'd tell them that they had the wrong VIN for 20 years. Another few words to the wise—two things: 1) check the VIN prior to any money exchange. 2) New law in ND and some other states: If there is "Back Child Support", it is taken (somehow, and I don't know how) from the sale of the vehicle before the title is issued. Child support—BEWARE!!!

The car I'm buying today – well I asked him, and he did tell me that there was no issue.

So, there are procedures to follow. If you know them, you can prepare yourself so that you are not running around by not knowing what is up.

Christine at 20 - the Famous 1958 Plymouth Fury

by Michael Morelli

A powerful but forgotten 1950s Mopar, the 1958 Plymouth Fury, gained notoriety in the movie *Christine*. You can still find it on TV throughout the year; it still draws an audience and is said to have a cult following.

above,

In 1982, Stephen King sent producer Richard Kobritz a copy of his soon-to-be-published novel *Christine*. Kobritz loved it, immediately choosing his friend and director John Carpenter, known for his hit *Halloween*. Bill Phillips turned the 471 page novel into a 150 to 200 page screenplay, and Stephen King gave his blessing. Production began on April 25, 1983 and the movie opened shortly afterwards on December 9, 1983, described by *Time* as "John Carpenter's best film since Halloween."

Christine, the car

The film-makers placed ads across the country to buy 23 1958 Plymouths, only sixteen were used for filming; seven were used for parts. They bought Belvederes and Savoys along with real Furys, painting them red and white; the gold trim was painted silver or made for the cars that did not have it, and interiors were changed as needed.

The opening shot of *Christine* shows her as the only red Fury; this scene had to be filmed first so the other cars could be re-painted. If you look closely, the Furys do not have the gold trim or the word "Fury" on the fins, as the real cars do. The trim on the movie cars had already been painted silver.

There was no remote control used in any of the 24 cars used in the movie *Christine*. When Christine became "evil," her windows were painted black, except a small area covered with window tint; the stunt driver had no side or rear vision.

During the scene when the car crashes inside a garage, hitting the office wall, Arnie goes through the windshield. The car was hooked up to cables, pulled through the wall, and a stunt man dressed as Arnie did go through the (fake) windshield. The engine sound was dubbed in later.

By the movie's wrap, only three pristine Christines remained; they went on the road to promote the movie, and were later sold to collectors. A fourth car was saved from the wrecker and purchased by Martin Sanchez.

An actual movie Christine car

by Martin Sanchez



Martin Sanchez's Christine (at allpar.com)

My 1958 Plymouth Fury was one of over twenty cars used in the movie *Christine*. She was the actual stunt car from the alley scene, chasing Moochie and cornering him in the loading dock. A car with rubber front end parts actually crushed herself into the area to get Moochie — pushed from behind by a bulldozer (edited out later) for the final part of the scene.

My car was the only 3 speed overdrive (manual transmission) in the bunch; the guys on the set forgot and when they went to start her up she was in gear and lunged forward, almost taking out some equipment. “Bad Christine,” they shouted.

I bought her 18 years ago (in 1984) from the back lot of a studio in L.A. She was going to be used for a movie called *Cat's Eye*, but they found a perfect red and white Belvedere, and this car was to be scrapped. My friend Al Newman from Classic Wheels out of Anaheim informed me that I may be able to save her.

The studio did not want the liability of selling cars to private parties, so he picked her up for parts; I was able to buy her for \$900 and flatbedded her home along with boxes of parts. I was also given a script, movie stills, press kit, rubber moldings, fenders, etc. I even found the CQB-241 movie license plate in the trunk.

When I bought the car she had no interior, just a roll cage, 5 point harness, and one plastic racing type seat; the windows were all painted black on the inside, except for a small section covered by a patch of black window tint for the stunt man. Most of the “chrome” was rubber or plastic. There were wooden beams between the firewall and front core support; the radiator was mounted in the trunk so that in crash scenes the radiator fluid would not spill out.

Running cars were labeled “Muscle one,” “Muscle two,” etc. My car had “Muscle two” on the underside of the hood (the non-runners were pulled on dollies). I was allowed to go into Bill and Ed's Auto Wrecking in Fontana California to get parts from the others.

Ironically, like Arnie, I was able to pull parts off the wrecked cars. Most of my front and rear stainless came from the burn car (they had poured rubber cement all over the car and set it on fire). The Sport Line trim came from some of the ram cars, and out of the 1957 and 1958 Belvederes in the yard I was able to put the interior together. I was 20 years old when I found Christine and put her back together. I did not set out to build a show car, just a nice driver, and she is still running and looking good after 18 years.



Mike Morelli's
1958 Plymouth Belvedere

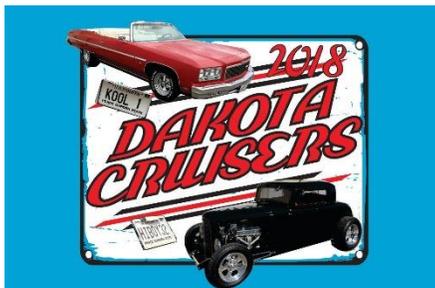
OFFICER/BOARD DIRECTORY

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	clolson2144@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

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 Vegas:
Feb 7 & Mar 7, 2018

