

DAKOTA CRUISERS



PRESIDENTS MESSAGE

January 2016

“SHIFT’N GEARS FOR 20 PLUS YEARS”



As I write this, I want to say Happy New Year! 2016 is going to be one of the best for the Dakota Cruisers. We have some new ideas to try this year and you will enjoy them---as long as you participate, that is. Come and see.

The February meeting at The Vegas will have a SWAP meet that night. Bring some small items and get rid of them! Parts and large items---well bring a listing and a photo and don't forget the price!

We have some guest speakers planned for a few of the meetings, and other surprises. The Board has approved a new idea with regards to business memberships. Join as a small business for \$50.00, and you get a 1 year membership, business card advertisement in the on-line newsletter, and at one meeting throughout the year, a representative from your business gets to stand up in front of the membership and promote! So far, one has responded – but it is in the infant stages of the program. One is better than none! The NDSRA Annual meeting and Christmas party is in Jamestown on Saturday the 9th of January. Come and enjoy the day with car people. There will be a garage tour, dinner, entertainment and more throughout this Saturday event. You do not have to be a member to attend.

Then on January 23rd, around 1 PM we will be going to Somerset Court for our annual Winter movie afternoon. This theatre has all the things that it takes to make it great. Lots of seats, great sound, and even a concession stand....POPCORN TOO!!! Plan on coming out that Saturday afternoon in Minot. We are considering American Graffiti as the movie, but you never know.

My activities with the cars are really moving forward at a nice pace. The Woody is all blasted and off the chassis ready to have the body work started. A new chassis is being built, a new engine is being built, and new transmission and lots of new parts are coming in every week. The custom interior is being designed in leather and the wood sides will start the build in January.

My customer cars are moving forward nicely, too, so more on that at a later time, or stop by my shop for a blow-by-blow description!

Happy New Year from the entire Board and Officers of YOUR club!

George

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HAPPY NEW YEAR

Calendar of Events-January 2016

- 1 Happy New Year
- 6 Meeting at the Vegas - 7:30 p.m.
- 8 Noon lunch call the Hotline
- 9 Annual NDSRA Meeting/Garage Tour/Christmas Party - Gladstone Inn, Jamestown, ND
- 13 Wednesday night cruise to Hardees South
- 15 Noon lunch call the Hotline
- 20 Wednesday night cruise to Hardees South
- 22 Noon lunch call the Hotline
- 23 Movie at Somerset Court Theater - starts at 2:00 p.m. and concessions will be available for purchase

- 27 Wednesday night cruise to Hardees South - Board meeting
- 29 Noon lunch call the Hotline
- 29 67th Annual Grand National Roadster Show - Pomona, CA
- 30 Winter Wheels Car Show, Jamestown, ND - 701-320-4246

**Minutes of Dakota Cruisers General Meeting
December 2, 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, Steve Smith, and Roger Lee. Ron Penfold and Tom Uleberg were excused.

Welcome –New Members & Guests: approximately 68 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. We are obtaining our permit from the City of Minot and the first sales will be at WAW.

VI. Old Business

A. 2016 Clothing – The club is looking for members to take over the clothing sales for 2016. If this is something you would be interested in helping with please contact George or any of the board members.

B. Bus trip to Rapid City – The plans for the bus trip have been canceled as the dates coincide with WAW.

C. Season Finale 2016 September 9, 10, & 11 – We need a team leader for this event along with various committee members.

VII. New Business

A. Swap Meet - February general meeting. Bring in small items.

B. Pedal Cars – Two pedal cars were purchased by the club. The students of the automotive technology classes at Minot High School are going to paint them. The club will then have them available for raffle prizes or auction, etc.

C. Somerset Movie –American Graffiti – January 23. 1:30 PM arrival with movie starting at 2:00 PM. Somerset has concessions available for purchase.

D. NDSRA Annual Meeting, Jamestown, January 9 – Rooms are available at the Gladstone Inn. Dakota Cruisers will be donating \$250 in prizes for the Chinese Auction.

E. Annual membership dues are due on January 1.

Next Board Meeting: Jan. 6 – 6:00 PM The Vegas

Next General Meeting: Jan. 6 – 7:30 PM The Vegas

Christmas Party: Dec. 12 – The Grand

Jamestown car show – January 30

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

Adjournment: The meeting was adjourned at 7:52 PM

Respectfully submitted, Lynn Amundson, Secretary

Lead Sled

In automotive usage, a lead sled is a hot rod consisting of a heavily modified stock vehicle, particularly though not exclusively a 1949, 1950 or 1951 model year Ford or Mercury car. Contemporary auto body repair could be achieved through the application of molten lead to damaged body panels and the same techniques were adapted for after-market cosmetic modifications.

In order to be classified as a "lead sled", the vehicle was subjected to most, if not all, of the following body style modifications:

Chopped: cutting off the roof, removing four to six inches from the pillar posts and re-welding the roof back onto the car body.

Channeled: cutting the underside of the body to lower the entire body on the frame, usually by two inches.

French/Frenched/Frenching: recessing headlights, tail lights, license plates and radio antennas into the body for an exotic look.

Emblem removal: all original manufacturers' emblems were removed as these were considered to detract from the vehicle. The thought was "anything that produces a hiccup, a bulge or extrudes from the body is not aerodynamic and detracts from the smooth appearance of the vehicle." The object of the master craftsman is to make the body as smooth, sleek, and sexy as possible.

Trim removal: all factory trim was removed as these dressings detracted from the lines of the car.

Drip rail removal: rain drip rails were removed from the roof as they detracted from the smoothness of the vehicle.

Door handle and door lock removal: door handles and door locks were removed because these parts detracted from the smoothness of the vehicle. Electric solenoids and switches were installed in inconspicuous parts of the body, typically underneath the rocker panels, to provide alternate systems for opening the car's doors.

The entire process of removing badges, trim, and door handles was shaving.

Grill modifications: the original grill was heavily modified, or substituted with the grill from a completely different make, model, and year car.

In the late '40s and '50s, plastic body filler and fiberglass did not exist. Instead, bar lead was used as body filler. A true craftsman pulled and pushed out dents with body spoons, hammers and dollies until the sheet metal was as straight as they could get it. Any sheet metal that was still slightly wavy, the body man heated bars of lead and flowed the lead onto the body with an oxygen-acetylene torch similar to work done by a tin smith. The bars of lead were what we today call "solder" but were not the wire material we are familiar with today, typically sold for electrical or plumbing repairs. The lead bars or strips ranged anywhere from a quarter of an inch to one inch in width and several inches in length.

Lead craftsmen call the process of melting the lead "running lead" and this is a highly specialized ancient trade passed from a master craftsman to an apprentice. An apprentice body man typically would remove the body part from the car and place it on a bench so as to have a fairly flat surface to flow the lead horizontally onto the body. In contrast, the master craftsman could control the heat of the lead in a vertical position without having to remove the body part, thereby saving time in performing the repair.

An apprentice body man most likely would have to grind and hand file the lead to a smooth finish for repainting. The master craftsman on the other hand did not have to grind and only had to hand file, if he had to perform any smoothing at all. The true craftsman controlled the flow of lead with his torch and most times could produce a satin finish without filing.

"Lead" referred to the body material used and the extra weight added by the repair material. "Sled" referred to the lowering of the vehicle, giving these vehicles the appearance that they were "slip

sliding” down the highway.

As time progressed, plastics such as “Bondo” were introduced to the market. These plastic body fillers were easier to work with and eventually body men did not use their dent pulling tools as effectively because the plastics could compensate for poor craftsmanship. In essence, they got lazy. The old timers considered the use of “plastics” as poor craftsmanship. Hence, not only did the old timers consider the use of plastic as insulting but also an indication that the body man who made the repairs was a novice.

Lead sleds were and are designed for artistic style and expression and not for speed. Among the first customized cars referred to as Lead Sleds were built by Harry Westergard in Sacramento, California. Westergard modified over a dozen cars ranging from a 1931 Model A Ford roadster to two 1947 Chevrolets. He used lead extensively to fill openings in doors, hoods and trunk lids and adapt front ends to accommodate grills from more expensive cars such as Buicks, LaSalles and Packards and in the extension of front fenders. Upgraded bumpers and bumper wraparounds were also common with the ribbed DeSoto bumper and '49 Chevy license guard favored on Westergard Lead Sleds from the '30s or '40s.

Some common (later year) Lead Sleds are the 1949 Mercury, 1949 Ford and the 1959 Cadillac.



A Lead Sled



Pictures from Minot and surroundings area back when.....

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ADDRESS CORRECTION
SERVICES



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Next General Meetings at
the Vegas:
Jan 6 & Feb 3, 2016

