

# DAKOTA CRUISERS



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



Well, the sun is out and it's getting a bit warmer and now things are starting to 'jingle' in my head about the cars and the Spring Season of enjoyment. It was a busy February with free dinner, car shows –Wild About Wheels and Jamestown. I was able to attend both and had fun at both!

The Wild About Wheels car show was deemed a success. There is some confusion about its name so that will be changing for the upcoming years. WAW is used and trademarked in NJ somewhere and they say that the name Wild About Wheels cannot be used here anymore. See what happens when we advertise on Social Media? All to come out OK next year.

We enjoyed a movie on the 24<sup>th</sup> of Feb and a great turn-out at Summerset Court theatre. Thanks to Bob & Susan Hale and the staff for having us use their beautiful facility. Sixteen members enjoyed a really neat movie. Next one will be the 3<sup>rd</sup> Saturday in March. Come join us.

We will be working diligently on the Season Finale. The Vegas (motel portion) is closed but the Finale and all activities related to it will take place there just as usual. Motel room situation will get worked out and the Board will make some decisions. All to be announced soon, so stay tuned.

Come to the monthly meeting at the Vegas Wednesday evening. Check out FACEBOOK at: Dakota Cruisers car club. Also, the web site still has great info: [www.dakotacruiser.com](http://www.dakotacruiser.com) .

See you soon.

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 839.2767  
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. March 28<sup>th</sup> will be at Primo's. Fridays noon luncheon for the month of March: Homesteaders, Sammy's Pizza, Parker Center, Grizzly's and Buffalo Wings and Rings, Bones. Please remember to call the hotline prior in case of changes.

**Opportunity is missed by most people because it is dressed in Overalls and looks like work.**



## Interesting facts of the fifties

- The 1950s was an exciting time to live. Crime was low, children could freely play outside, Elvis was rocking and rolling and kids were going "steady." Here are just a few fun facts about the golden age of the 1950s.
- Dwight D. Eisenhower becomes president in 1953.
- Gas cost only 20 cents gallon.
- The color television set was introduced.
- Smokey the Bear becomes a household name.

# The History of the Disc Brakes

A **disc brake** is a type of brake that uses calipers to squeeze pairs of pads against a disc or "rotor"<sup>[1]</sup> to create friction.<sup>[2]</sup> This action retards the rotation of a shaft, such as a vehicle axle, either to reduce its rotational speed or to hold it stationary. The energy of motion is converted into waste heat which must be dispersed.

Hydraulically actuated disc brakes are the most commonly used form of brake for motor vehicles, but the principles of a disc brake are applicable to almost any rotating shaft.

Development of disc-type brakes began in England in the 1890s. In 1902, the Lanchester Motor Company designed brakes that looked and operated in a similar way to a modern disc-brake system even though the disc was thin and a cable activated the brake pad.<sup>[3]</sup> Other designs they were not practical or widely available in cars for another 60 years. Successful application began in airplanes before World War II, and even the German Tiger tank was fitted with discs in 1942. After the war, technological progress began to arrive in the 1950s, leading to a critical demonstration of superiority at the 1953 24 Hours of Le Mans race, which required braking from high speeds several times per lap. The Jaguar racing team won, using disc brake equipped cars, with much of the credit being given to the brakes' superior performance over rivals equipped with drum brakes. Mass production began with the 1955 Citroën DS.

Compared to drum brakes, disc brakes offer better stopping performance because the disc is more readily cooled. As a consequence discs are less prone to the brake fade caused when brake components overheat. Disc brakes also recover more quickly from immersion (wet brakes are less effective than dry ones).

Most drum brake designs have at least one leading shoe, which gives a servo-effect. By contrast, a disc brake has no self-servo effect and its braking force is always proportional to the pressure placed on the brake pad by the braking system via any brake servo, braking pedal, or lever. This tends to give the driver better "feel" and helps to avoid impending lockup. Drums are also prone to "bell mouthing" and trap worn lining material within the assembly, both causes of various braking problems.

The disc is usually made of cast iron, but may in some cases be made of composites such as reinforced carbon-carbon or ceramic matrix composites. This is connected to the *wheel* and/or the *axle*. To retard the wheel, friction material in the form of brake pads, mounted on the brake caliper, is forced mechanically, hydraulically, pneumatically, or electromagnetically against both sides of the disc. Friction causes the disc and attached wheel to slow or stop.

The brake disc (or rotor) is the rotating part of a wheel's disc brake assembly, against which the brake pads are applied. The material is typically gray iron,<sup>[21]</sup> a form of cast iron. The design of the discs varies somewhat. Some are simply solid, but others are hollowed out with fins or vanes joining together the disc's two contact surfaces (usually included as part of a casting process). The weight and power of the vehicle determines the need for ventilated discs.<sup>[16]</sup> The "ventilated" disc design helps to dissipate the generated heat and is commonly used on the more-heavily loaded front discs.

Discs for motorcycles, bicycles, and many cars often have holes or slots cut through the disc. This is done for better heat dissipation, to aid surface-water dispersal, to reduce noise, to reduce mass, or for marketing cosmetics.

Slotted discs have shallow channels machined into the disc to aid in removing dust and gas. Slotting is the preferred method in most racing environments to remove gas and water and to deglaze brake pads. Some discs are both drilled and slotted. Slotted discs are generally not used on standard vehicles because they quickly wear down brake pads; however, this removal of material is beneficial to race vehicles since it keeps the pads soft and avoids vitrification of their surfaces. On the road, drilled or slotted discs still have a

positive effect in wet conditions because the holes or slots prevent a film of water building up between the disc and the pads.

A floating disc is splined, rather than rigidly fixed, to the hub as a way of avoiding thermal stress, cracking and warping. This allows the disc to expand in a controlled symmetrical way and with less unwanted heat transfer to the hub.

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For automotive use, disc brake discs are commonly manufactured out of a material called grey iron. The SAE maintains a specification for the manufacture of grey iron for various applications. For normal car and light-truck applications, SAE specification J431 G3000 (superseded to G10) dictates the correct range of hardness, chemical composition, tensile strength, and other properties necessary for the intended use. Some racing cars and airplanes use brakes with carbon fiber discs and carbon fiber pads to reduce weight. Wear rates tend to be high, and braking may be poor or grabby until the brake is hot. For this reason, many performance-oriented vehicles or trucks that tow something overweight are equipped with the slotted or vented rotors. Such upgrades eliminate excessive heat and remove contaminants that may interfere with gripping power. Usually performance rotors are installed as an aftermarket upgrade or come as a part of a performance package in certain trim levels from the factory. The main drawback of the vented and slotted rotors is high wear.

In racing and very-high-performance road cars, other disc materials have been employed. Reinforced carbon discs and pads inspired by aircraft braking systems such as those used on Concorde were introduced in Formula One by Brabham in conjunction with Dunlop in 1976. Carbon-carbon braking is now used in most top-level motorsport worldwide, reducing unsprung weight, giving better frictional performance and improved structural properties at high temperatures, compared to cast iron. Carbon brakes have occasionally been applied to road cars, by the French Venturi sports car manufacturer in the mid-1990s for example, but need to reach a very high operating temperature before becoming truly effective and so are not well suited to road use. The extreme heat generated in these systems is easily visible during night racing, especially at shorter tracks. It is not uncommon to be able to look at the cars, either live in person or on television and see the brake discs glowing red during application.

# Eating in the Fifties.....

Pasta had not been invented. It was macaroni or spaghetti.

Curry was a surname.

Taco? Never saw one till I was 15.

Pizza? Sounds like a leaning tower somewhere.

Bananas and oranges only appeared at Christmas time.

All chips were plain.

Oil was for lubricating, fat was for cooking.

Tea was made in a teapot using tea leaves and never green.

Cubed sugar was regarded as posh.

Chickens didn't have fingers in those days.

None of us had ever heard of yogurt.

Healthy food consisted of anything edible!

Cooking outside was called camping.

Seaweed was not a recognized food.

"Kebab" was not even a word, never mind a food.

Sugar enjoyed a good press in those days, and was regarded as being white gold.

Prunes were medicinal and stewed.

Surprisingly Muesli was readily available. It was called cattle feed.

Pineapples came in chunks or were round with a hole in the middle, in a tin; We had only seen a picture of a real one.

Water came out of the tap. If someone had suggested bottling it and charging more than gasoline for it, they would have become a laughing stock.

There were three things that we never ever had on/at our table in the fifties.....

**ELBOWS, HATS AND CELL PHONES!**

.....and there was always two choices for each meal.....

"Take it!" or "Leave it!"

Continuation of facts of the fifties.....

- In 1954, the U.S. Supreme Court rules that it is unconstitutional to have racial segregation in public schools.
- Disneyland opens up in California in 1955.
- Otis Elevator installs the first self-service elevator in Dallas.
- Silly Putty was introduced to the world.
- Alaska & Hawaii become the 49th and 50th states to join the United States of America in 1959.
- Pogo sticks and hula-hoops were popular toys in the 50's.
- In 1955, on a public bus in Montgomery, Alabama, a brave woman by the name of Rosa Parks refuses to give up her seat.
- In 1950, "Peanuts" and the Charlie Brown character is born.
- Dr. Jonas Salk develops a vaccine for polio in 1955.
- The first modern credit card was introduced.
- The 1950s were credited with doing the first organ transplant.

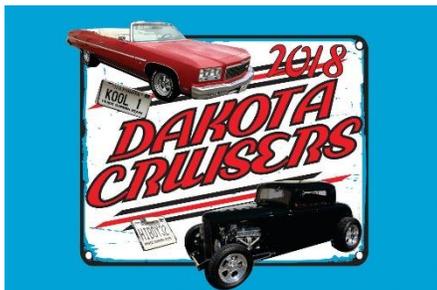
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Next General Meetings  
at the Vegas:  
Feb 7 & Mar 7, 2018

