

DAKOTA CRUISERS



PRESIDENTS MESSAGE

September 2014

"SHIFT'N GEARS FOR 20 YEARS"



Good Day to all,

Well, as I write this, it is raining and the "Downtown Fall Festival" in Minot has been canceled. That's always a fun event to go to and it's one way we support Minot! There is always next year!

Motor Magic is coming up. I don't know if it is over by the time you get this letter or not, but I assume it was or is going to be a great event. It is one of our largest (and mostly only) fund raiser for the year. The

Fairgrounds is torn up a bit for new pavement and drainage corrections, and inside, the one room we normally rent, is getting a new heating and Air Conditioning upgrade. So it goes!

Season Finale---Sept 12, 13, and 14 should be a great success. The Board has some new and fun ideas to try out and we only need some nice weather and some good friends to show up. It is primarily the same as in the years' past, but with a little more flair. The band is upgraded, the food is upgraded, more things to do. Catered Sunday breakfast for those that participated and helped out for the event. Please keep in mind that we are asking members make a 'pot luck' desert item and bring it Friday night. Also, we are asking members to sign up for helping on some sort of committee for this event. Also, door prizes – well each member is asked to bring one for our guests. We like them there by Friday evening. We are going to start giving them away during the band breaks! More things are coming in after the Finale and into October, so watch for the calendar of events on the web site:www.dakotacruiser.com

Remember to call me or visit with me about storing your cars for the winter at the club house. Cost will not be going up, and it is on a first come basis. Still \$50 for heated storage throughout the winter. Members only!

Well, all for now. See you at MM or the SF!!!

George



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The way a team plays as a whole determines its success. You may have the greatest bunch of individual stars in the world, but if they don't play together, the club won't be worth a dime. ~Babe Ruth

Please remember the Season Finale and Motor Magic; we all want to enjoy our events and it takes a lot of teamwork to pull a successful event. Pitch in, whether it is helping with the meals, selling clothing or contributing in some other way. It only takes a short time out of your weekend.

Minutes of the Dakota Cruisers General Meeting
August 6, 2014
Vegas Motel

Call to Order:

The meeting was called to order by President George Masters at 7:30 PM.

Board members present were George Masters, Jerry Black, Dave Alberts, Roger Lee, Doug Frazier, Joanne Larson, Rita Webb, Ron Penfold, and Lynn Amundson.

Welcome to all members and guests. Brian & Donna Yamamoto joined the club tonight. New prospective members Ted & Pat McDaniel were also in attendance. Total of 70 members at tonight's meeting.

Minutes of the Last Meeting:

The Minutes of the last meeting were approved as presented.

Treasurer's Report:

The Treasurer's Report was approved as presented.

Committee Reports

- Season Finale September 12, 13, & 14 - Board members are chairing the event. We are asking all members to pick a committee they would like to help out on by signing the work schedules. There are many areas the club board members still need help with. Lifetime members need to register as soon as possible. Club members are asked to bring a dessert for the Friday night meal.
- Christmas Party December 13, Grand Hotel - Lynn Amundson & Sue Hamilton
- Motor Magic August 30th & 31st - Committee Chair Ron Penfold. Move in August 29th starting at 9:00 AM. Entry will be on the north side of the All Seasons Arena in the FFA building's garage door. The club will only have one showroom this year. Parking will not be permitted in the grass area. There will be an outdoor area on the asphalt roped off for daily parking. Keller Paving is donating a dump truck load of sand for the children's play area. The Trading Post is donating a van for the kids to paint on. Ron still has openings for workers on Sunday, August 31.

Raffle Tickets

- Dave Alberts Committee Chair – Dave is asking club members who have received books of tickets to get them turned in as soon as possible.

Old Business

- Door prize donation list was reviewed. Club members are asked to solicit businesses to donate a door prize to be given to our Season Finale guests.
- Scholarship Program – Maxwell Meiers was present to accept his scholarship. He will be attending Bismarck State College for Auto Technician.
- Minot AFB Car Show- Dave from JForce at Minot AFB addressed the club regarding their 9th Annual Show & Shine Car show scheduled for August 16 from 3:00 – 6:00 p.m. Set up and registration 2:00-3:00 p.m. Pre-registration is encouraged. The Lt. Dan Band with Gary Sinise will be playing at 7:00 PM. with Stolen Silver as the opening act. Car show participants will need the cover sheet of the registration form to gain entry into the gate. There are 73 entries to date.

New Business

- Car of the Year Nominees for 2015.
 - 1959 & Older: 1957 Chev 2 Dr Hardtop – Goldie Braaten
 - 1938 Ford Sedan – Bill Amundson
 - 1940 Chev Convertible – Al & Norma Opperde

1959 Ford Thunderbird – Greg & Cara Olson
Ford Model T-Ratrod “I Am Done” – Dave Smith
1960 & Newer: 1975 Chev Caprice Convertible – Gene & Sue Mallory
2014 Chev Replica Twin Engine – Craig Gunning

If your car has been nominated please email a photo to Roger Lee – rlee@midco.net

- August potluck helpers: Greg & Cara, Wayne & Rhonda, Randy & Dianne, Larry & Diane
- Drawing of three \$20 gift cards from Primo Restaurant.
Winners: Lenny Salsag, Steve Smith, Cara Olson. Congrats to all.

Next Board Meeting - August 27

Next General Meeting - September 3

“At The Hop”, Arts in the Park 7:00 PM - August 7

3&83 Cruisers Car Show, Melita Central Park 11:00 AM -5:00 PM - August 10

Cruise to Masonic Lodge, Potluck - August 13 (Leave Hardees at 6:30 PM)

9th Annual Minot AFB Show & Shine car show - August 16, 3:00 PM to 6:00 PM

Cruise to Colby’s farm east of Velva - August 20 (Leave Hardees at 6:30 PM)

Cruise to Velva Golf Course - August 27 (Leave Hardees at 6:30 PM)

Motor Magic Move In - August 29, 9:00 AM

Adjournment:

The meeting was adjourned at 8:30 PM.

Respectfully submitted,

Lynn Amundson, Secretary

Calendar of Events for September

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| 3 | Meeting at the Vegas - 7:30 p.m. |
| 5 | Noon Luncheon - call the Hotline |
| 5-7 | Majestics Run to the Oasis, The Prairie Oasis, Moose Jaw, Sask. |
| 5-7 | Vintiques 35th Annual Rod Run - Watertown, SD |
| 6 | Garrison Cool & Classic Wheels Car, Cycle & Tractor Show, Garrison City Park, 10:00 a.m. to 2:00 p.m. |
| 6 | Motorcycle/Classic Car Dice Run - Deloraine Manitoba Canada |
| 10 | Wednesday night cruise to Hardees for Finale pre-meeting |
| 12-14 | Dakota Cruisers Season Finale XX, George at 701-240-6771 |
| 13 | Mobridge Car and Tractor Show, Mobridge, SD - 11 a.m. to 5 p.m. call 605-845-7715 |
| 17 | Wednesday night cruise to Club House for Season Finale Critique |
| 19 | noon luncheon call Hotline |
| 20 | Outkasts Cruize In and Car Show, Mitchell, SD |
| 21 | 9th Annual Rydell Benefit Car Show in Grand Forks from 12 to 4 p.m |
| 24 | Wednesday night cruise to Hardees South |
| 26 | noon luncheon call Hotline |
| 27 | MSU Homecoming Parade - call Leon Perzinski at 858-3364 |

HOT RODS MAKE A STATEMENT ABOUT POWER, PERFORMANCE AND FREEDOM.

How it all began

California, especially the dry lakes region in the southern part of the state, generally is regarded as the birthplace of hot rods. There a cult of backyard mechanics, working with junkyard parts, created streamlined, no-nonsense racing cars for competition against each other over straight-line courses laid out on the nearby desert salt flats. In those days nothing but open country lay between the flats and such small towns as Pasadena, Glendale and Burbank where hot rodding began; and since few rodders had more than one vehicle, it was essential that the cars used for racing could also be driven to the sites, as well as back and forth from home to work during the week.

Most early hot rods were Ford Model T or Model A roadsters—cheap, plentiful, and lightweight, having no top and only a single seat. Standard procedure was to strip off all nonessential parts—fenders, running boards, ornaments, even the windshield—to achieve maximum weight reduction and aerodynamics. Eventually coupes and sedans joined the ranks. Typically, these heavier models underwent drastic surgery to **CHOP** their tops lower and slope, or **RAKE**, their windshields backward.

Large rear tires were installed on all hot rods to raise the gear ratio for high speed, while standard-size or smaller tires left on the front helped lower the car and rake it forward to decrease wind resistance. Rows of slots, called **LOUVERS**, were cut into the hood, body, and rear deck lid for engine cooling and to release trapped air. Sometimes flat aluminum discs were fitted over the wheel hubs for further streamlining.

Ford flathead V8 engines were the power plants of choice after their introduction in 1932. Mass-produced in the millions, they too were cheap and plentiful, and their design permitted relatively easy—and nearly limitless—performance enhancements. Developing 85 horsepower in stock configuration, the earliest modifications usually consisted of removing the muffler, straightening the exhaust pipes and adding multiple carburetors. The results more than doubled the original punch, producing an engine that often could propel a soup-up at better than 100 miles an hour over a lakebed course.

Hot roddings golden era

World War II put an end to early hot rodding but not to the hot-rod craze. Indeed, California servicemen leaving their dry lakes roadsters and chopped coupes behind on blocks or in the dubious care of younger brothers took pictures of their cars with them and spread tales of their exploits wherever they went to whoever would listen—mostly young, male servicemen like themselves from every area of the country. When the war ended, in 1945, hot rodding exploded into the public consciousness, becoming one of the strongest fads of new postwar America.

With money in their pockets, mechanical and metalworking skills gained in the military and burning desire to build dream cars, hundreds of hot rodders and fans now flocked to the dry lakes races in southern California. Elsewhere in the state and across the country dangerous—often fatal—street racing caught on, and with it the practice by many youthful hot rodders of gathering at local hangouts and cruising up and down avenues at night, showing off their cars—and themselves. Hot-rod activities became an easy target for public attention that focused increasingly on what were perceived as frightening new national problems: juvenile delinquency and teenage gangs. Along with rock and roll, hot rods and hot rodding became symbols for the darker side of American youth.

Of course the result was soaring popularity for these phenomena, at least among young people. In an effort to reverse hot roddings negative connotations, the first Hot Rod Exhibition was held in January, 1948, at the National Guard Armory in Los Angeles. Emphasizing positive qualities like craftsmanship, engineering and safety, the show was attended by some 10,000 spectators. Two years later, Robert E. Petersens newly-formed **HOT ROD** magazine, whose first issues were sold on the steps of the Exhibition, boasted a circulation of 300,000.

OFFICER/BOARD DIRECTORY

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SERVICES



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Next General Meetings at the
Vegas:
Sept 3 & Oct 1, 2014

