

DAKOTA CRUISERS



PRESIDENTS MESSAGE

Sept 2018

“SHIFT’N GEARS FOR OVER 20 YEARS”



Well, a Good Day to All. Motor Magic is behind us and it was a joy to be involved and an honor to have my Woody Wagon as the feature car. Thanks to the committee Who picked the car. I received some wonderful comments about it and the newspaper coverage on the event and focusing on my statements and my car – well let’s Just say “Thanks”! We use this event as our big fundraiser for the year and we again succeeded in having a great inflow of money and sales of some of the clothing and The raffle tickets. Thanks to everyone who helped and I think Cara and Greg did a GREAT job of managing this event and I also think they were on top of everything! Thanks Greg & Cara for your efforts.

Next up is the Season Finale. Twenty fourth and it should be really neat! Different I will say, but the change is always a little scary and though we do not live in a perfect world, this year’s Finale will be a true test of change. Starting Friday night will be the KC club, just North of where we were before. Gravel parking lot should be interesting, but should prove to not be such a bad deal. The Friday food will be good. The friendships will re-ignite and the whole thing with the food, the hot rod rodeo and the such will make that night – well, just good! Then the Saturday event will be even better with the Show-N-Shine coming to Downtown. Enter from the East off of 3rd street and come into or onto Main street for a Show-N-Shine like no other. We have a DJ playing oldies for our enjoyment and we will be able to announce from that venue. Three blocks of show. Then at 2 PM, we will take off for the garage tours. They will be good, again this year. After that it is back to the KC Club for a nice meal and Live entertainment with our friends from Firehouse! Their schedule will be flexible and will play till the time is right. We have the Minot Mayor, Shaun Sipma coming to the show and presenting his ‘pick’ for the event. He is scheduled to pick from the cars at the downtown show. One change this year is that there is no Sunday breakfast. Also, for the Saturday lunch (excluding Lifetime Members) people will be given a \$5 voucher to be turned in at the KC club Saturday evening used towards their lunch. Must be turned in by a certain time that will be announced. Guests and paying members can eat anywhere they want as long as they have a receipt, the \$5 will be given back to them. Let’s see how it goes.

STARTING IN OCTOBER, THE MONTHLY MEETINGS WILL BE HELD AT THE MOOSE CLUB. Same time as usual. This will continue throughout the winter. I think the summer meetings at the Clubhouse worked out just fine. I have room at the Clubhouse for winter storage with advance notice, so plan ahead if you want a spot. Cost is \$55 a month from Nov 1 thru April 30. Last year it was kept at 70 degrees all winter long.....not bad!

North Central Director position will be open for the NDSRA as Dave Alberts is stepping down from his position for next year. Consider this opportunity and let Dave or myself know If you would be interested in running. ALSO, elections will be taken for officer and Board positions for our club. Be thinking, please!

ALSO, we are looking for someone or someone's, to take over the clothing sales. It's not too hard. We will be selling the 25th Anniversary clothing on line next year, so it should be pretty easy to have the club clothing, hats and license plates available at the meetings.

Well, I've said enough, so I'm going to sign off and let you get on with your day!!!

George

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State Farm-Kellie Thorman 701.839.4999

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Please pay patronage to our supporters.

Sometimes I pretend to be normal,

but it gets boring so I go back to being myself.



September 1-3 - [Motor Magic](#) Labor Day Weekend, Minot fairgrounds

September 5 - monthly meeting at the Clubhouse - pot luck - meet at club

September 7 - noon lunch at Parker

September 12 - Wednesday night cruise to South Hardees

September 14 - noon luncheon Mi Mexico

September 14-15 - Dakota Cruisers Season Finale XXIV

September 19 - Wednesday night cruise to Club House for Season Finale Critique - 6:00 p.m.

September 21 - noon luncheon Grizzlys

September 26 - Wednesday night cruise TBA

September 28 - noon lunch at Applesbees

What is a Turbo Engine and How Does It Work?

We've all heard of turbo engines but how much do you know about how they work? In this guide, we look at the ins and outs of turbochargers, from their benefits and downsides to how they differ from normally aspirated engines.

What is a Turbocharger?

A turbocharger is a component comprised of a turbine and air compressor which is used to harness the waste exhaust gases emitted from an engine. It forces more air into the cylinders, helping the engine to produce more power.

How Do They Work?

Turbos are composed of a shaft with a turbine wheel on one end and a compressor wheel on the other. These are covered by a snail-shaped housing featuring an inlet port, which the wasted exhaust gases enter at a high pressure. As the air passes through the turbine, the turbine spins and the compressor turns with it, drawing in vast quantities of air which are compressed and passed out of the outlet port.

A pipe feeds this compressed air back into the cylinders via an intercooler, which cools the air before it reaches the cylinders. As turbos run at such high speeds (up to 250,000 RPM), they typically have an oil cooling system to make sure they don't run too hot. Most systems also contain a valve known as a 'wastegate', which is used to divert excess gas away from the turbocharger when the engine produces too much boost, preventing damage to the turbine by limiting its rotational speed.

Turbocharged engines differ from standard engines in that they make use of wasted exhaust gases to pull more air into the intake valve. While naturally-aspirated engines rely on natural air pressure to draw air into the engine, turbos speed up this process, producing power more economically.

What Are the Benefits of Turbos?

Turbochargers offer a range of benefits, hence why they're now so popular on modern cars. Here, we list the main plus points of a turbocharged engine.

Power

Turbos produce more power in the same sized engine. That's because every stroke of the piston generates more power than in naturally-aspirated engines. This means that more cars are now fitted with smaller, turbocharged engines, replacing larger and less economical units. A good example of this is Ford's decision to replace its standard 1.6L petrol engine with a 1L turbocharged unit, which it calls EcoBoost.

Economy

Because turbochargers can produce the same power output as larger, naturally-aspirated engines, this paves the way for the use of smaller, lighter and more economical engines. Now, all modern diesel cars are fitted with a turbocharger, improving fuel economy and reducing emissions.

Torque and Performance

Even on the smallest engines, turbochargers produce more torque, particularly lower down the rev range. This means cars benefit from strong, nippy performance, which is great around town and helps the engine to feel more refined at higher speeds on motorways and A roads. At low speeds, small turbocharged engines can outpace cars fitted with larger, naturally-aspirated engines, because of the torque they produce.

Quiet Engines

As the air in a turbocharged engine is filtered through more pipes and components, the intake and exhaust noise is reduced and refined, making for a quieter and smoother engine noise – perhaps one of the most unexpected benefits of a turbocharged engine.

And What are the Downsides?

While turbos are becoming ever more popular, they do have some pitfalls, which we've listed below.

Expensive Repair Costs

Turbochargers add complexity to an engine, with a whole host of other components beneath the bonnet that can fail or develop faults. These problems can be expensive to put right, and can have an impact on other components if they fail.

Turbo Lag

Turbo lag is a brief delay in response after pressing the throttle, which can occur when the engine isn't producing enough exhaust gas to spin the turbo's intake turbine quick enough. This only really happens when the car is being driven aggressively, or from a closed throttle position. In high-performance cars, manufacturers prevent turbo lag by adding two turbochargers of differing geometry, rather than one big one with only a single turbine.

Efficiency vs Driving Style

Achieving the claimed efficiency figures of a turbocharged engine requires careful throttle control, whereby the accelerator isn't pressed too hard. When a turbocharger is 'on boost', the cylinders are burning fuel more quickly, leading to poor efficiency. Drivers going from a naturally-aspirated car to a turbocharged model may need to adjust their driving style to maintain good efficiency, particularly when first setting off.

Where Do Turbochargers Come From?

The first turbocharger was produced in the late 19th century by German engineer, Gottlieb Daimler, but they didn't come to prominence until after WWI, when aircraft manufacturers began adding them to aeroplanes to provide power to engines operating at higher altitudes, where the air is thinner.

Turbochargers weren't added to car engines until 1961, when US manufacturer Oldsmobile, used a simple turbo to boost the power of a 3.5L V8 engine. In 1984, Saab developed a new, more efficient turbo system, and this design, with a few tweaks and modifications, remains the most popular turbocharger configuration today.



Jan & Goldie enjoying the show.

MOTOR TO McCLUSKY



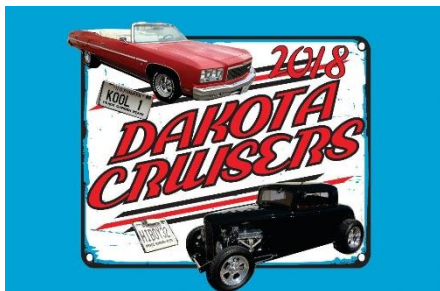
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Next General Meetings
at the KC Club
Oct 3 & Nov 7 2018

