

Newsletter



PRESIDENT'S MESSAGE January 2013



"HAPPY NEW YEAR"! That's a great way to start off this message. WOW, 2013 already. Seems just not that long ago it seems we were starting this great club off. That was 1994 and it all started at "The Eagles Club" over behind Harley's Amoco! The 20th Anniversary year (2014) will be great. I can't wait.

The Christmas party was a huge success. Thanks a million to Linda Black for putting forth a 110% effort on making that evening as great as it was! For those of you that did not make the party, we were honored to give two organizations \$1,000 each. We gave those checks to "P.A.T.H" and "Community Action" of Minot. They were both so appreciative. They held Christmas parties for their adoptive families and the children involved with those organizations. We are already starting to plan the Wednesday night cruises for 2013. Dave Smith and Dave Alberts are in charge of these evenings and up until now, I think they could not have been any better. Thanks to them. And while I am thanking people, I want to be sure to thank Sheri Saltviet for doing such a nice job with the web site. She donates all of her time to the site and even pays for Web site hosting out of her own pocket! Thanks Sheri!

The Wednesday evening Hardees gatherings throughout the year and Friday lunches will continue as always. The web site www.dakotacruiser.com and the phone hotline of 852-KARS (5277) will also continue. If you have any suggestions of how we can improve "YOUR CLUB", please feel free to visit about anything with an officer or Board member at any time. Their names, e-mail addresses and phone numbers are listed on the web site and at the back of this newsletter. Remember, too, all newsletters are on the site and are archived for your convenience.

Well, Eileen and I want to wish all of you a GREAT, HAPPY NEW YEAR. I'd like to see all of you at some of the club activities throughout the upcoming year...

Best to all,

George

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LEARN from yesterday, LIVE for today,
and HOPE for tomorrow.

1955 CHEVY HOT RODS - WHERE IT ALL BEGAN - FROM THE ARCHIVES OF THE HOTROD MAGAZINE

By [David Freiburger](#)



The Smogger Tri-Fives

In this issue, we have the announcement of the E-Rod engines from GM Performance Parts, a crate engine series with up to 550 hp that is smog-legal for cars '95 and older. It's a breakthrough for smog-legal engine swapping, making far more power than the pathetic attempts of long ago.

HOT ROD upper management pushed an unwilling magazine staff into the smog realm in the early '90s, most notably with the Green Machine '55 Chevy, seen here in an outtake from the Dec. '91 cover shoot. The cars wheezed with a smog-legal 350 with a whole 288 hp, and that's before dual cats were offered. The editors didn't understand why we were making a statement with a smog-exempt car, but that didn't slow down the program.



The next two cars were built at California Street Rods, as the Green Machine had been. There was the '57 Son of Green Machine (Nov. '94), which at least had respectable LT1 power, and then the Second Son, an LT1 '56. BFGoodrich folks used these two cars on Power Tour(r). (Incidentally, around this time, CRS also built a '57 for publisher Jim Savas, and staffer Cole Quinnell was building the Pavement Pounder '57; HRM was wearing Tri-Fives into the ground back then.)

The original Green Machine shows up every six months or so on Internet forums; it has been repainted in the original Thom Taylor scheme. The Son and Second Son were sweepstakes cars. Their whereabouts are unknown.



Disco Camaro

One page ago, we described HOT ROD's smog-legal Tri-Five Chevy projects of the '90s. There were also two emissions-related Camaros, the second-gen Clean Air Camaro and the third-gen Fast-Forward F-Body. Neither was a barnstormer, but we're ready to wear smog-legal Camaros into the ground once again, as our project car for the latest E-Rod package from GM Performance Parts will be a '79 Camaro Z28. We plan to glorify the rubber-bumper disco years that have not seen much magazine ink because most of the car mags are in California, where anything newer than '75 is subject to emissions restrictions. The E-Rod will change that.

We're not ready to reveal our exact car just yet, so here's an original GM press photo of a Z28 from 1979, the single biggest year for Camaro sales. We think we can see the doors already sagging.

40th Anniversary '55

We're not done with E-Rod-related flashbacks just yet. The car GM used has been in the company fleet forever. It's the same one (seen below) as the Heritage car built for the 40th anniversary of the small-block V-8. It was built in 1995 with a 265ci LT1 in tribute to the original 265 in 1955 and made 329 hp while running low 14s at the drags.



We recently ran into Mark McPhail, who was then the GM Raceshop engineer in charge of the program (and who is now consulting on performance upgrades as McPhail Performance). He told us that the Heritage '55 was seen in more than 50 magazines and newspapers of the time, including the Sept. '95 issue of HOT ROD. This photo is from Power Tour(r) in 1996.

More Chip

The photo of the Fairmont is from Car Craft, but we drugged it up for three reasons. First, a little background: The Street/FX concept of building cars was fabricated by the CC staff, launched with the Feb. '89 cover of Car Craft, then hammered home with a Ford Fairmont project car of the same theme, all in '89 issues. The car itself was given away to a participant in the CC show series from that year, and if it's still out there somewhere in the hands of prideful ownership, we apologize in advance.



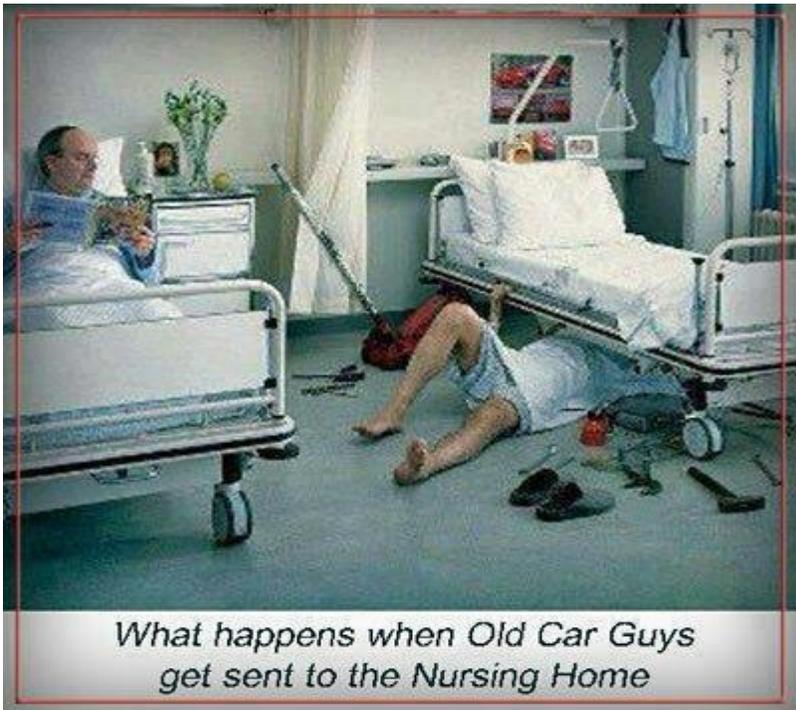
The reasons we are reliving the failure are: 1) Believe it or not, this car was designed by Chip Foose, the same Chip Foose seen in this month's cover feature and in the "Your Own Shop" story. He didn't return our calls near press time, so this is a little payback. 2) The Street/FX car was managed by then CC Feature Editor Jerry Pitt, who is now the publisher of HOT ROD. He calls us too often, so this is a little payback. 3) The whole Street/FX movement is a glaring example that magazines can't force trends to happen, though the audience often thinks that's our mission in life. So now you don't need to call us on that after reading this month's "All the Rage" article.



To give Chip a bit of a break, we also dug up outtakes from the two covers of HRM on which he personally appeared. The yellow car is Boyd's Smoothster that Foose designed, and that was on the Jan. '95 cover. The photo of Chip with Boyd is a candid from the May '96 cover shoot with the Boydster.

Member's Rides





What happens when Old Car Guys get sent to the Nursing Home

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Next General Meetings at the
Vegas:
Jan 2 & Feb 6, 2012