Newsletter

PRESIDENT'S MESSAGE
JULY/AUGUST
2011

This is going to be different because I am typoing it right into the newsletter that you will get in the next day or two. Flood in Minot has affected many members of the Cruisers in a big way.
From the look of things I have about 23 names of members that are directly affected by this awesome water situation. I hope everyone stays safe and can make it through the next few month and the next year or so.
The biggest news that will be announced soon is the upcoming Motor Magic event. It is huge and will Make this event one of the tops ever. Just wait. I might be able to announce the thrill at the Wednesday night meeting at the Vegas. 7:30, but come early.
I have formed a committee of folks that will manage the money for flood relief if it would come about For any member that was paid up on the 21st of June 2011. Some might be coming our way, but it is still in the very preliminary stages, so we are working on this issue.
I hope to see you all at the meeting Wednesday night.

George

Minutes of Dakota Cruisers General Meeting
July 6, 2011
Vegas Motel

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

Board members present: George Masters, Jerry Black, Randy Hysjulien, Bob Larson, Greg Olson, Larry Haug, and Betty Trzpuc. Joanne Larson and Doug Frazier were excused.

New members and guests were welcomed. Seventy people were present.

Minutes of Last Meeting:
The minutes of the last meeting will be in the newsletter which is late due to the flood situation.

Treasure's Report:
No report.

Committee Reports:

- Motor Magic- (Larry Haug-Greg Olson) is scheduled for September 3rd and 4th. The SIDNE go cart and the Motor Magic Classic Car Auction is part of this event.
- Season Finale-(Randy Hysjulien-Doug Frazier) Randy stated they are looking for garages for the garage tour. Lifetime members just need to submit their names to register.
- Christmas Party- (Joanne Larson-Linda Black) will be December 10th.
- NDSRA Annual Meeting/Christmas Party (Bob Larson-Dave Alberts) will be January14th at the Grand International.

Old Business:

- Raffle Tickets- available from Ken and Lynn Amundson.
- Scholarship Award- Lee Hanson is the recipient of a $500.00 scholarship. Lee stated he will be attending ND State School of Science in Wahpeton to be a John Deere technician. A thank you note from him was read.
- New Grill- Dave Smith has picked up the new grill purchased from Minot Restaurant Supply.
- Pedal Car- Dakota Cruisers pedal car is done and on display at Wells Fargo Bank. Thanks to Greg Olson for painting the car, Joe Schmidt for doing the graphics and Bob Larson for delivering it to United Way. All the pedal cars will be auctioned at Motor Magic with the proceeds going to United Way.
- Year of the Next Generation- the work on the '56 Chevy in memory of George's brother that passed away is on hold due to the flood situation.
- Classic Car Museum-no report available.
- Newsletter- will be late due to flood conditions. George also reported the NDSRA newsletter is on line. It has not been sent out as is bulk mail and will not forward.
- Safety Inspection Team-(Dave Alberts, Rod Krause, and Doug Frazier) will conduct car inspections following the meeting.

New Business:

- Door Prize List for Season Finale- The list of businesses was addressed and members volunteered to approach each entity for a gift donation.
- Tom Marsland- originally from Minot and now lives in the Twin Cities stated he headed up a $10,000.00 donation of food to the Red Cross. He stated Josh Duhamel and Fergie paid to have the food delivered here. He is selling a Combi-Camp pop up trailer which is light weight and can be pulled behind a motorcycle for a sale price of $2500.00.

Announcements:

- July 20th is the next Board meeting.
- August 3rd is the next general meeting.
- Check website for other events.

Adjournment:
The meeting was adjourned at 8:15 PM.
Respectfully submitted,
Betty Trzpuc, Secretary

Slang has always been the province of the young. Words come in and out of favor in direct proportion to the speed with which they travel through the age ranks. Once college kids know that high school kids are using a term, it becomes passe. And seniors don't want to sound like freshman and so forth. Once a word finds its way to mainstream media or worse, is spoken by parents, no young person with any self-respect would use it.

Fifties slang wasn't particularly colorful as these things go. The Sixties, with its drug and protest culture to draw from, would be slang heaven. In the Fifties, hot-rodders and Beats provided inspiration.
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For those of you seeing this without reading glasses, here's a piece of news for you. "Cool" was our word. We said it a bit differently. Today it is said in a more clipped way. We tended to drag out the pronunciation. But we had it first; we were the originals. Slang of the fifties:

Agitate the gravel-to leave (hot-rodders)

Back sit bingo-necking in a car

Bent eight-a V-8 engine

Big tickle-really funny

Blow off-to defeat in a race

Cherry- an unaltered car

Classy chassis-great body

Cream-to dent a car

Deuce-a 1932 Ford

Until next month stay cool Daddy O.

History of Cars

Modern life is hardly conceivable without the automobile. Critical to both local and long-distance transportation the world over, cars have captured the imagination of countless people and continue to symbolize individuals who make their own decisions about where life will take them. The history of the automobile is quite interesting, and there is much that can be learned about the many steps that lead to the automobile, its transformation from a luxury item to one owned by the masses, and much more.

Pioneer Inventors.

Many people think of the modern automobile as going back only to the early twenty-first century, but the history goes back as far as the fifteenth century when Leonardo Da Vinci drew up the first tentative plans for motorized vehicles. It was Nicolas Cugnot, however, who first built a wheeled vehicle that was propelled by a steam motor, constructing a tractor that could tow military equipment in France in 1769. This technology could not produce much speed in the tractor, but Cugnot proved that motorized vehicles were viable, and for a time there were steam-powered stagecoaches in use in Europe and elsewhere.

The modern gasoline-powered automobile first appeared in the late nineteenth century. Nikolaus Otto, in Germany, created the first practical and viable four-stroke internal combustion engine, which he included in a motorcycle that he also constructed. Otto's engine would be the basic design for all internal combustion engines that followed, although German inventors and engineers, Gottlieb Daimler and Karl Benz, improved upon Otto's initial design. In 1885, Daimler patented the first modern gasoline engine, and its size, efficiency, and the amount of speed it could produce allowed for innovation and flexibility in car design. Benz would patent the first gasoline-fueled automobile in 1886, being the first individual to combine a gas engine with a car chassis. By 1900, the company that Benz formed was producing more automobiles than anyone else in the world.

Other important developments during this era include Rudolf Diesel's creation of the four-stroke diesel engine that is now used in large trucks, factories, and more. In Hungary, Stephen Ányos Jedlik created in 1828 the first form of what is now known as the electric motor, which would be important to industry in general and in the later development of electric cars. The internal combustion engine requires spark plugs to combust the gasoline and drive its pistons, and French physicist Gaston Planté created the lead-acid battery in 1859, the first rechargeable battery that could be used to power the sparks needed to get the internal combustion engine roaring to life. Even though the hydrogen fuel cell would not be widely adopted initially, it is also worth noting that in 1838, German scientist Christien Friedrich Schöbein came up with these cells that many believe may be the future of fuel-efficient, environmentally friendly vehicles. Finally, although American lawyer George B. Selden did not invent any important technologies for the automobile, he did own a patent for the four-wheeled car engine. For a time he collected royalties on every car manufactured in the United States, but Henry Ford and several other car manufacturer's sued to have the royalties overturned. Eventually, they proved that their automobiles did not share the same design as Selden's and that Selden's patent could not really even result in a workable car, thus ending Selden's stream of royalty income.

Early Automobiles

Since the steam-powered engine was the first to be invented, it is no surprise that the earliest automobiles were powered by steam. Having seen that Cugnot was the first individual to make a steam-powered vehicle that human beings could drive, it is also important to see that Jesuit missionary Francis Verbiest actually drew up plans for steam-powered toys in China in 1672. In any case, the steam-powered vehicles that were popular in the earliest days of automobiles functioned through the use of fuel to heat water in a boiler. Steam was produced that moved pistons, turned crankshafts, and moved wheels. This was not a viable automobile technology for long because steam engines tend to be very heavy and produce too much drag on smaller vehicles. Electric cars were also very popular for a time in the nineteenth century, but soon were replaced by gasoline-powered automobiles, which have longer ranges than electric cars because electric cars must be recharged at regular, short-distance intervals. To this day, it is this need to recharge and the inconvenience of not being able to drive for very long distances between recharging that helps keep electric cars from becoming widely adopted. As the price of oil came down in the late nineteenth century, the internal combustion engine became the most affordable and viable way to produce cars with the ability to cover long distances before refueling. In the internal combustion engine a carburetor injects gasoline into cylinders where it is ignited and drives pistons, which then turn crankshafts and wheels that propel the vehicles.

The Veteran Era

As with any other product, the key to getting automobiles into the hands of the common person was the development of mass production. Henry Ford and the Ford Motor Company is often associated with such mass production, as he was one of the first to combine interchangeable parts and other existing technologies into the moving assembly line, which he first opened in 1913. Ford was not the first company to build automobiles exclusively; that honor belongs to Panhard et Levassor, which in 1887 Paris became the first corporation to produce nothing but cars. Today the company only produces military equipment. Ford was not even the first American company to manufacture automobiles. In 1895, the Duryea Motor Wagon Company was founded as the first commercial automobile-manufacturing company in the United States, and Duryea vehicles were produced until 1917.

Another notable early American automobile company was the Winton Motor Carriage Company, which was established in Cleveland, Ohio, in 1896. Although Winton no longer manufactures cars today, General Motors would later purchase Winton and its diesel engine technology in the 1930s, technology that can still be found in diesel trains and other vehicles today. Of course, no history of the automobile in America could be complete without mentioning Henry Ford. After an unsuccessful early attempt at running a car company, Ford became the chief engineer of the Henry Ford Motor company in 1901. Ford would later leave this company over disagreements in how it should be run, and what was left of the Henry Ford Company became the Cadillac Motor Company in 1902, producing the well-known Cadillac brand of luxury automobiles. Today, Cadillac is a subsidiary of General Motors, having been purchased by GM in 1909. Ford's goal was to produce a car that would be affordable for any American, so in 1903 he helped to found the Ford Motor Company. Five years later he would introduce the famous Model T, which was made on Ford's famous assembly line and was affordable for most people in the country. The Ford Model T would become a staple of American culture for the next twenty years until it was finally retired, and many of its new design features, such as the placement of the steering wheel of the left side of the car, continue on in American automobiles today.

The period from about 1905 to the beginning of 1914 is known as the Brass Era of automobile manufacturing, which gets its name from the fact that brass fittings were used heavily in the construction of cars. As noted in the Model T, this was the era in which average users first owned cars and in which vehicles were no longer owned by only enthusiasts and hobbyists. Many technological advances occurred during this period. The manual transmission came into widespread use even though it had been invented much earlier by Panhard and Levassor. Electric ignition systems that use spark plugs and are powered by batteries were also introduced, and angle-steel frames made cars much stronger than they had been previously. Steam-powered cars declined in popularity, although early high-wheeled models were almost exclusively steam-powered. These are the famous cars with large, multi-spoke wheels that many people think of when they think of collectible cars. Brake systems that worked on all four wheels of cars simultaneously were also developed, and all of these various technologies were combined to produce the touring car. These open-topped vehicles with front-engines, sliding gear transmissions, rear-wheel drive, and internal combustion engines were the forerunners of modern passenger automobiles and the sedan body type. As enclosed passenger compartments became more popular, the prevalence of touring cars declined.

The Vintage Era (1919–1929)

As automobiles continued to increase in popularity, certain elements became more and more standardized. Front-engined cars slowly became the norm, largely because placing the engine in the front of a car puts it in a space that drivers, passengers, and luggage would not ordinarily fill. Thus, having the engine in the front allows automobile manufacturers to produce cars that are versatile in what they can carry and do. Other standardized controls came into being, and engines began to be almost exclusively enclosed within the car's body instead of sitting out in the open. Even though cars became more and more seen on the roadways around the United States, the Great Depression had a tremendous impact on automobile manufacturing during this time, and several car makers closed for good. Many of the largest motor companies in the world survived and even thrived despite the economic downturn, including Ford, whose Model A was the best-selling vehicle of this era.

New technologies introduced in this period included hydraulic brakes, automatic transmissions, and tempered glass. Automatic transmissions made driving easier for the driver and much easier for teaching others to drive. Instead of having to shift gears manually, automatic transmissions shift gears at the appropriate time without

forcing the driver to do anything. Hydraulic brakes that make use of brake fluid to apply the pressure needed to stop a vehicle were also developed during this time. This allowed manufacturers to create cars that were capable of faster speeds than were seen before, as hydraulic brakes can supply the pressure needed to stop objects that are spinning at high speeds. Finally, the safety of automobiles was improved through the addition of tempered glass, which is specially-treated glass that is not as likely as traditional glass to break into shards upon impact. This lowers the risk of lacerations and other severe cuts in the event of a crash.

The Pre-WWII era (1930-1948)

The run up unto World War II is the first period of the Classic Car Era. At this time, fenders were introduced to prevent the debris generated as wheels go over the road from flying into the air. The increased car speeds meant increased debris, and so fenders came along at just the right time. Front-wheel drive was also developed at this time, which is a more efficient use of an automobile's energy. Instead of wasting energy as pistons turn the drive shaft all the way down to the rear wheels, front-wheel drive vehicles move the front axles immediately. Headlights, which were originally separate from the chassis, were integrated with the body of automobiles, enabling the driver to control them from the dashboard. Running boards were added to give people help stepping into taller cars and rear trunks for storage were also added.

It was also during this time that touring cars were gradually phased out in favor of sedans. The tiny runabouts and open-carriage phaetons were also eliminated, although they had long been declining in popularity. One of the best-known car models of all time, the Volkswagen Beetle, also made its debut, and it would be in production with very little changes for over sixty years.

The Post-War Era.

Following World War II, nearly every family in the United States owned a car. This reality, coupled with soldiers returning from the war and the accompanying baby boom drove the growth of suburbia across the country. Cars also became a status symbol for teenagers, with many high-schoolers begging their parents for their own car. Competition with foreign car manufacturers became the new reality, and U.S. car makers introduced new advances to keep up with cars from other countries. V8 engines consisting of eight pistons in the engine block made cars faster than ever, and the era of car racing began in earnest. "Muscle" cars like the Mustang were popular, and the Camaro soon followed to compete with it. Independent suspension that keeps each of a car's four wheels moving vertically as the car goes over bumps and dips also improved car handling. Turbochargers increased the air pressure going into an automobile's engine, giving the new cars more power, as did gas turbines, which were also highly sought after in this era. Compact, rotary "Wankel" engines allowed the internal combustion engine to be incorporated into chain saws, go-karts, and generators, as well as automobiles. Fuel injection also replaced carburetors for mixing gasoline and air before it enters the engine, improving fuel efficiency along the way.

During the 1960s, automobile safety and design became more of a pressing concern because of all the vehicles on the market. The United States Department of Transportation was created in 1966 to help address safety issues, and the National Transportation Safety Board followed in 1967. These bodies continue to be important in the automobile manufacturing process today, ensuring that newly-developed vehicles are safe, as well as efficient. Due to their affordability, car manufacturers also branched out beyond simple utility into design, creating new models, shapes, and colors to help attract new customers away from their competitors. One notable model introduced during the modern era is the Toyota Corolla, which is the best-selling car of all time as of 2011.

The Modern Era (ca. 1970–present)

The modern era, beginning roughly in 1970, has seen a stronger focus on auto safety and efficiency than ever before. The federal government of the United States plays an increasingly important role in establishing these standards, and major energy legislation typically includes new basic levels for fuel efficiency and miles per gallon that all vehicles must meet to be sold in the country. Fuel cells, gas-electric hybrids, and natural-gas-powered cars are becoming more widely adopted in order to meet these challenges.

Today, the automobile market is dominated by hatchbacks, sedans, and sport utility vehicles (SUVs), although the rising price of gasoline makes it unlikely that SUVs will remain dominant without a marked improvement in their

fuel efficiency. These SUVs often feature all-wheel drive wherein the engine turns all four wheels of the vehicle, allowing better handling and off-road capabilities. Fuel injection systems are now universal, having replaced carburetors entirely, and computer-aided design is universal in the industry, to improve both performance and appearance.

CLASSIFIED

For Sale: 1984 Z28 Camaro (with all options offered)

Original Owner, 87,000 miles, always garage kept, custom hood & rear wing, plus original hood in mint condition, 305 V8 automatic, new tires too much to list .

$5800 call 406-761-2310 or 406- 788-0494

Shelly Clemmens, Great Falls MT

Calendar of Events

◄ July	~ August 2011 ~					September ►
Sun	**Mon**	**Tue**	**Wed**	**Thu**	**Fri**	**Sat**
	1 OK Tire Show-n-Shine -Bismarck	**2**	**3** Monthly Meeting Vegas Hotel 7:30	**4**	**5** Noon luncheon call hotline for location	**6** Early Iron Rodders car show-Golden Valley, ND
7 International Peace Gardens Show and shine	**8**	**9**	**10** Heritage Park-Ice cream social-leave Hardees at 6:30p	**11**	**12** Noon luncheon Best of the West Antique Car show – Watford City 10-8p	**13**
14	**15**	**16**	**17** Cruise to Glenburn-leave Hardees at 6:30 for a BBQ & potluck	**18**	**19** Noon Luncheon	**20** Downtown Car show-Minot 10-4p
21	**22**	**23**	**24** Cruise to the Wellington for chips and hot dogs-leave Hardees at 6:30p	**25** Kool Deadwood Nites-25th-28th Deadwood, SD	**26** Noon Luncheon	**27** Sizzlin Summer Nights-Aberdeen, SD
28	**29**	**30**	**31** Cruise to Carpio for BBG & potluck-leave Hardees at 6:30p	**Notes:**		

More Calendars: Sep 2011, Oct 2011, Nov 2011

Send upcoming events and dates to George at gem@min.midco.net or to baddss@aol.com

Look for more events online at www.dakotacruiser.com/calendar.shtml

Have patience with all things, but chiefly have patience with yourself. Do not lose courage in considering your own imperfections but instantly set about remedying them -- every day begin the task anew.

- Saint Francis de Sales

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Next General Meetings at the Vegas:

August 3 / September 7

2011