



Newsletter



PRESIDENT'S MESSAGE OCTOBER 2011 (CAN YOU BELIEVE IT???)



Well, September was a huge month for us in the Club. Motor Magic was a huge success for the car club and the auction. Also, the concert brought in huge money for flood victims. The car show was a really good success for the club. Lots of entrants, so the numbers are up from previous years. Next meeting will tell the tale. My auction was a great success, also. We sold lots of cars and trucks in and around Minot.

The Season Finale also, was a great success. (Isn't it nice to have success in so many things we do?) Though the numbers were down from last year, we all had a great time. Congratulations to Mark Snellings for the honors of NDSRA pick for the Season Finale pick. This award was presented by the NDSRA President Darrin Bucholz. Congratulations also go out to Tony & Bonnie for their beautiful 'brilliant orange' 56 Chevy 'two - ten'. They won the Best of Show. Now that is orange!!! And "People's Choice" honors Go to Bill Snellings with his beautiful Nova. We recognized this car back earlier in the program as winning "Car of the Year" honors. Congratulations to all!

The next meeting is at the Vegas on the 5th of October. We will be voting for the car of the year from all nominees. This program is great for honoring three vehicles each year. Please feel free to nominate your car, your friend's car, or anybody's car. Only guidelines are that if you are going to nominate someone else's car, please ask them if they are willing to accept these honors if their car does win. Also, these honorees are asked only a few things: 1) Vehicle should not be for sale. 2) Vehicle should be available for displays at the Wild About Wheels car show, Motor Magic, and the Season Finale. It's worked well in the past. Hopefully you can make the meeting.

Stay tuned for our annual "Fall Presidents Dinner Cruise" we're going to try and put one together before the snow flies. So, don't put your cars away too early!

Well, we are losing out good friends, Bill & Billy Huth. Bill is retiring from the Air Force base where he has been employed since his active duty commitment. Bill and Billy are lifetime members of the cruisers and they always would come up to me and ask: "Where can we help out?" What a great attitude and I know they loved the club and its members. We will miss the Dynamic-duo of the Huths'. Good luck in Texas. Let us know how the car club is in Texas. I hear that you have a snow blower for sale. We will help sell it for you, so if anybody wants a nice snow blower—LIKE NEW—call me and I will make sure you can see the product. I'm at 701-240-6771. (They sure won't need it in Texas!)

The fellow that won the Raffle motor drawing this year stayed right here in Minot, and though I have not heard for sure, it sounds as though he is going to keep the motor to put it in his mother's Impala. He told me that this car has been sitting in his, or a, garage for the last 15 years. Tires were won by a kid that doesn't even have a car! And, the Astro Start was won by a gentleman in Devils Lake. He's trying to figure which car to put it in! (What problems!)

Well, stay warm and let's try and have a great winter and those of us that are flooded out. Progress and moving forward is the key ingredient for this operation.

Thanks for your membership in the Dakota Cruisers. We are having 'high times' right now, and I want to keep it that way. Please follow the activities on the web site of www.dakotacruiser.com. Also for an instant update and information, you always have the hotline at 852-5277.

Thanks for being a member, and remember, the season's "Holiday Party is coming up early in December.

See ya soon,

George



Looking for storage?

For rent: Winter Car Storage
October through April \$250.00

Contact Bill 720-7183

*If you are interested in
starting a band please contact
Gene Mallary*

Ford F-Series Pickup Truck History (1948-1954)

Ford's legendary F-Series began in January of 1948, with eight levels of trucks: F-1 for half-ton pickup, F-2 for



three-quarter ton, up to the F-7 and F-8 heavy-duty trucks. Base engine was a 226-cid flathead six-cylinder producing 95 horsepower. Optional was Ford's infamous flathead V8, displacing 239-cid and making 100 horsepower. A floor-shifted three-speed transmission was standard on the half-ton trucks, with a four-speed standard on bigger trucks, and optional on the half-tons.

Aside from drive train and 114" wheelbase, Ford's new 'Bonus-Built' trucks were completely different from the car-based trucks they replaced. All-new front sheet metal featured integrated headlights, a one-piece windshield increased visibility, and the cabs were now wider,

longer, and taller. Increased interior dimensions started with a seven-inch stretch in cab width. The steering wheel was more horizontal and mounted closer to the driver. By positioning the door hinges three inches farther forward, easier entry was obtained. A three-person bench seat moved back and forward on roller bearings. To help isolate frame flex, rubber mounts were used between cab and frame. A 6-1/2 foot cargo box gave 45-cubic-feet of load

space and had an all-steel floor. On the back of the truck was a single side taillight.



1949 Ford F1

Wheel rims, painted-black last year, were now painted to match body color. Starting late in 1948, the five chrome grille-bars were painted silver.

1950 Ford F1

The Korean Conflict dominating headlines, and there was concern of whether civilian car and truck production would stop, as it had in 1942. Record numbers of buyers hurried to buy available vehicles, total Ford truck production jumped by more than 100,000 to over 345,000 units. F-1 pickup production alone was over 79,000.

1951 Ford F1

An all-new grille design, with a large horizontal bar spread across the front of the truck supported by three bullet-shaped teeth, was the big styling change for 1951. Front fenders were also restyled, as was the front bumper. The rear window was made larger for better visibility, and a redesigned dashboard had an ashtray and glove-box.

Cargo beds now used a hardwood floor rather than steel. Options included dual windshield wipers, dual sun visors, and a foot-operated windshield washer.

1952 Ford F1

In the last year of the Bonus Built series, Ford introduced an OHV 215-cid six-cylinder engine, rated at 101-bhp. The flathead V-8, still at 239-cid, got a bump in compression ratio, increasing output to 106-bhp. Hood trim was revamped, and front grille color was changed from silver to white.

The following year would be Ford Motor Company's 50th Anniversary. 1953 Ford Trucks would be restyled, with an expanded cab, new grille, and larger cargo bed. The first restyling of Ford's popular F-series truck included an expanded cab, stylish new grille, and longer hood that flowed into the front fenders. A new cargo bed, measuring 6 1/2 feet by 20 inches, would be used all the way up into the Eighties. For both restorers and hot-rodders alike, the 1953 to 1956 series have traditionally been one of the most sought-after classic truck models. Changes from the first F-series Pickup to the second generation went beyond a face lift. Ford expanded the truck's wheelbase, with longer front and rear leaf springs fitted to improve ride quality while still maintaining hauling ability. The front suspension was set back to allow a tighter turning radius. Cab improvements included a wider, more comfortable seat, sound deadener in the doors, and a large, one-piece curved windshield. The truck's rear glass was also enlarged. Ford redesigned the instrument cluster to an easier-to-see single unit. Dash switches were relocated, bringing them within easier reach.



1953 Ford F100

Starting in 1953, F-series trucks added "00" to the designations, thus the F-1 became the F-100. Engine choices were the same as last years: buyers could choose either the OHV 215-cid six-cylinder or the 106-hp 239-cid flathead V-8. Eight-cylinder trucks were adorned with a chrome V-8 emblem in the center of the grille, while six-cylinder trucks had a chrome three-pointed star.

Although most F100's left the factory with the column-shifted, all-synchromesh three-speed transmission, a three-speed manual with overdrive and a four-speed manual with low first gear were

also available. Also offered was the Ford-O-Matic transmission, the first time in history a Ford truck was available with an automatic. To commemorate Ford's Golden Anniversary; all 1953 models had "50th Anniversary 1903-1953" spelled out in small letters around the circumference of the steering wheel horn button. Sales for the 1953 F100 was 116,437.

1954 Ford F100

Updates for 1954 included a redesigned grille, new exterior paint colors, and minor trim changes. Aside from the standard 215-cid straight six, a higher-compression, 115-horsepower 223-cid six-cylinder was offered at extra-cost. But the biggest news was the availability of Ford's overhead valve V-8.

After 22 years in production, Ford's venerable flathead V-8 was gone. In its place was Ford's OHV V-8, already in use in Ford passenger cars for two years. The Y-Block displaced the same 239 cubic inches as the flathead by way of its 3.50" bore by 3.10" stroke. Power output was 130-horsepower, an increase of 15% over the Flatty's 106-bhp. Although superior to the flathead in all areas, the early Ford Y-block's weak spot was lack of oil to the rocker shafts. This was due to the path the engine oil traveled: from the pump it went to the crankshaft bearings



Hotrod Cake

first, then to the camshaft bearings, then to the rocker shafts. By installing a remote copper line from the oil pressure port on the outside of the engine up to the rocker shafts, the situation was remedied.

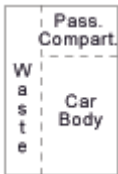
Production total for the second-year, second-generation F-series pickup was 101,202.

Rev up any party with this 57 Chevy Hotrod cake.

Ingredients

- (2) 12" x 18" sheet pan cakes
- Filling of your choice
- Chocolate marshmallow cookies
- Black icing
- Uncolored piping gel
- Red piping gel
- White netting for exhaust
- Candles or pretzel sticks

Instructions



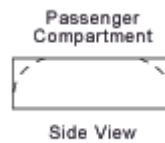
1. Bake (2) 12" x 18" sheet cakes. Cut 4" off of the long side of each cake--this will not be used in building the cake (see figure A).
2. Cut 5" off of the short side of each cake. This is to be used for the passenger compartment (see figure A). The section of cake left over that is approximately 8" x 13" will be the car body (see figure A).
3. Fill cakes (the body and passenger compartment) as usual.



4. Trim the back of the car body along the short side as indicated in figure B.



5. Cut the trunk contour and front contour as indicated in figure C, leaving front and rear fenders in place.



6. Trim the passenger compartment as indicated in figure D.
7. Cut four chocolate marshmallow cookies in half.
8. Use flat tip to make bumpers in gray icing, and to pipe border on bottom of car using black icing.
9. Use round tip #4 to pipe all trim, on rear fender fins, around windows, around headlights, and around grill. Use round tip #2 to pipe lettering on tires. Use star tip #16 to ice cake.
10. Front lights are made with uncolored piping gel. Rear lights are made with red piping gel and windows are made with black piping gel.
11. Use round tip #6 to pipe side exhaust. Smoke from side exhausts is made with white mesh netting. Candles are used to make the carburetors, but pretzel sticks may also be used.

Confidence is the feeling you sometimes have before you fully understand the situation.



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Next General Meetings at the Vegas:

Nov 2 2011 | Dec 10, 2011