



# Cruisin' News

September 2016

President – Clay Seachris

Vice President – Bob Schmeichel

Treasurer – Jayne DeBoer

Secretary – Marilyn Haper

Newsletter Editor – Susan Seachris

## *The Same Changes*

By Clay Seachris

President's message

Another cruising season is coming to a close. The last official summer Car Council Wednesday Evening Cruise is September 28 at NAPA Auto Parts in Tea, hosted by fellow club members Greg and Teena Frederick. Greg and Teena have been active in the car hobby for years and we're fortunate to have them as friends and fellow club members. They're just one more, great couple making this plains rodder club so great. 😊

As this summer season wraps up, the club's summer cruise planners are already planning the 2017, summer, 22 week schedule of Wednesday Night Cruises. This stuff doesn't happen by itself, you all help, pulling together, and alleviating any major burdens normally placed upon the few. The club's strength is still within the friendships and ability to spread the load so no one feels it's more work than fun. Together we made another successful summer cruise season happen. If you'd like to help organize next summer let me know. Almost all summer Wednesday cruise nights are annual recurring events, so we just need to contact each host and set their future date. Then review the handful of non-recurring events from 2016 and determine to either repeat the location or choose something new to replace that weeks gathering. The next year's schedule is set prior to December, so host businesses can include their evening on published annual marketing calendars.

With the change in seasons, the Great Plains Street Rodders Wednesday night gatherings basically stay the same. We still meet after five o'clock and enjoy good food and socializing. The only thing that changes is the cool cars get left behind as the evening weather gets colder and darker. We thank the new Meet-n-Eat Committee; Bruce and Suzie Aldrich, Cory Enderson, Sandy Gunderson, and Ron Friedbauer for taking over as Terry and Sandy Peterson and Gary and Audrey Jorgenson retire. The Meet-n-Eat schedule starts October 5 at Harris Burgers. The first half of the schedule is set up to accommodate possible higher attendance. Membership has grown and large attendance makes it interesting to find places that can and want to handle a large group. Many of the best, busy restaurants avoid booking large groups that require extra staff and tables during their peak hours. Keep in mind; we enjoy visiting for a while and many restaurants, operate on quotas to fill those seats and tables numerous times per hour with quicker patrons.

I'm currently working with our Treasurer Jayne to review current membership database and compose the 2016 Membership Directory. I'm also reviewing club member communication email addresses and deleting those emails not matching those in the current directory. Thank you for your help.



## Driving History

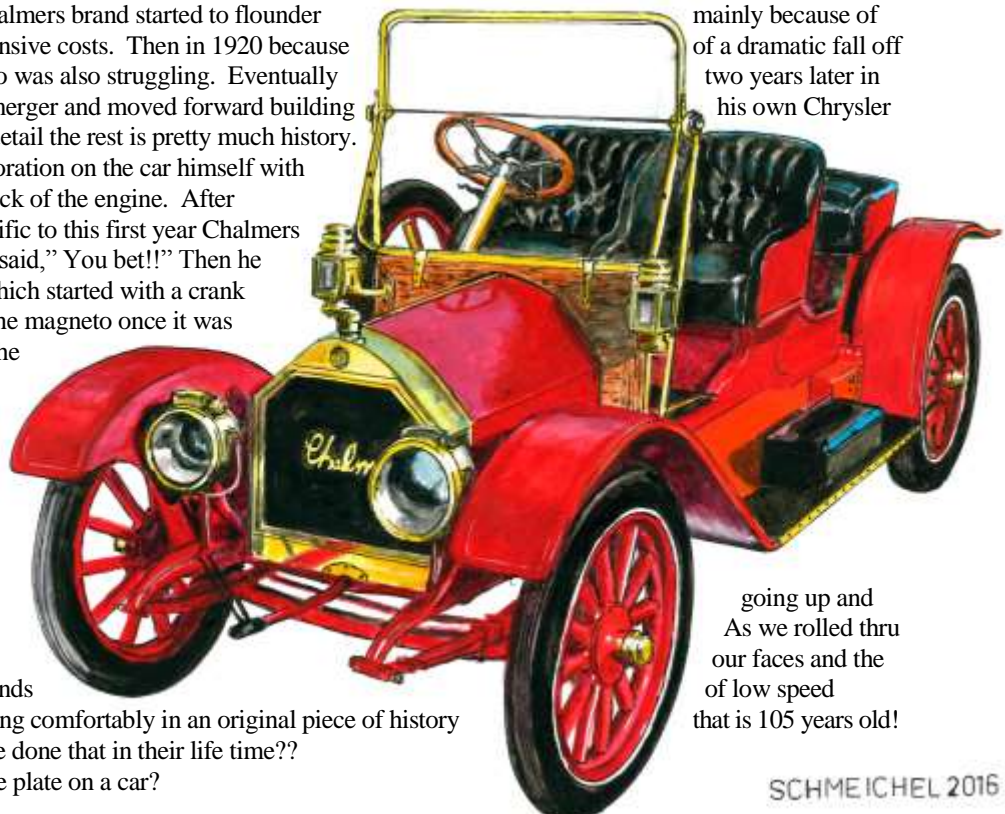
By Bob Schmeichel

As far back as Larry Snuttjer could remember while growing up on a farm, he always had an interest in anything mechanical and how it worked. His evolution from farm machinery to old cars happened one summer day when a great aunt drove her Model T out to their farm to visit. It wasn't a fancy car by any means to drive around in, but simple enough to get his attention and then put a smile on his face with understanding the basic mechanics of how everything worked together. From that point on his infatuation grew with old cars right up to today and has never stopped. Early on with Larry was always eager to test his own mechanical abilities, so around the age of 21 he bought his first old car in 1968 from his brother, which was a 1929 Ford Model A coupe.

After having it for awhile he sold it in favor of his next project, an older 1914 Buick. After he had the Buick for a number of years he felt like he was losing interest and later started thinking about getting out of the earlier car picture. So eventually the Buick was sold, only to lead him back to another old car, a 1938 Packard. The Packard would eventually lead Larry to get into the street rodding scene in the 1970's. Having the old car look on the outside with a late model drive train underneath seemed to have a pretty strong appeal. So without going into too much detail you can start to see a pattern of the different directions that old cars have pulled Larry in earlier years.

With that let's fast forward, well maybe not too fast with these old cars, to December of 2006. While visiting a car buddy in Colorado Springs, Larry noticed a totally complete unrestored 1911 Chalmers "30" roadster in the back corner of his buddy's building. Since his buddy was working on another car project, Larry questioned him about his intent with the Chalmers only to hear him say he was thinking about selling it to fund his other car build. A deal was made and Larry was taking it home with him the next day. Larry was really excited about getting his fingers into rebuilding this older brass era car which grew on him more as he researched and found out further information about what he had. As Larry was telling me about the car it became a unique history lesson about the short 10 to 12 year lifespan of the Chalmers car brand. It was started by Hugh Chalmers who was the CEO of the National Cash Register Company to begin with. Anyone who is into antiques knows of these big old original brass cash registers that were built by his company and widely used in the 1800's and 1900's all over the country. Larry clarified that the Chalmers auto brand was no relation to the Allis Chalmers Tractors which I am sure could always be a lingering question. Hugh Chalmers bought out the Thomas Detroit Motor company in 1908 with intentions of getting into the car business. Then in 1910, Hugh put his own name on the business with his own ideas to improve cars. Hugh's intent with building a car was to be a fancier, better riding, touring vehicle with a more powerful engine. When they actually started producing Chalmers cars in 1911 they had an edge on the market with two different roller bearing spun crankshaft engines available, a thirty horsepower and a forty horsepower version with a 3 speed transmission offered in seven different body styles. Prices for the different models varied greatly from \$1,500 to \$2,750 based on engine size and body type. Considering a person could buy a new Model T Ford even with any of the different body types during the same time frame for \$300 to \$400, the Chalmers was considered an expensive car for the elite. After 6 or 8 years with more brands of cars being introduced into the picture, the Chalmers brand started to flounder their low production numbers and more expensive costs. Then in 1920 because in sales, Chalmers merged with Maxwell who was also struggling. Eventually in 1922, Walter P. Chrysler bought the failing merger and moved forward building brand cars. Without getting into the further detail the rest is pretty much history.

Larry proudly told me he did all the restoration on the car himself with the exception of the machine work on the block of the engine. After showing me all the little unique features specific to this first year Chalmers car, he asked me if I'd like to go for a ride? I said, "You bet!!" Then he went thru the motions of getting it running which started with a crank while using a distributor and switching it to the magneto once it was idling. We climbed and I watched as he set the spark advance and idle on the steering wheel levers till it idled smoothly. He then pushed in the clutch pedal 1/2 ways, which is actually the brake pedal too (when depressed further to the floor to hold the car) and slipped it into gear. Starting out from the back side of Larry's house is a pretty good 30 degree incline that the Chalmers had no problem out onto the road around his neighborhood. the area with a slight breeze blowing in car doing what it was designed for with all kinds lugging power, I really felt honored to be riding comfortably in an original piece of history. How many people can honestly say they have done that in their life time?? Have you ever seen an original leather license plate on a car?



mainly because of  
of a dramatic fall off  
two years later in  
his own Chrysler

going up and  
As we rolled thru  
our faces and the  
of low speed  
that is 105 years old!





## Behind the Wheel

By Karen Roe

"Fear, fear, fear," scoffed Sandy when Milo refused to let the fourteen year-old ride the spirited horse he was in the process of breaking. Though they knew each other as kids, it would be many years later before the feisty redhead became Mrs. Gunderson. Married 22 years, Sandy shares, "We've been

best friends for 50 years, it just took 35 years for me to catch him."

Milo recalls his childhood, "I'm from Valley Springs and grew up on a farm with five sisters and four brothers. I quit high school and started farming near Renner. In '58, I joined the Air Force and spent most of the time overseas. I repaired medical equipment and was stationed in England and France, going back and forth to the States. I also did a TDY in Viet Nam." In the service, Milo received additional training as an Independent Duty Medical Technician. "Though I wasn't trained to do that, I delivered a couple of babies once when I was getting on an elevator to go up to the OB ward. A guy said, 'Hold the elevator. She's going there, too. When the door opened on the 2<sup>nd</sup> floor, I was holding a baby in my arms.'" After 30 years, Milo retired and started his own business selling and serving dental equipment in California.

A city girl, Sandy was born and raised in Sioux Falls. "I have an older and a younger brother. My brothers liked old cars and I liked them, too, but never could afford to buy one. I finally saved up enough money and bought a '46 Chevy coupe when I was a Jr. in high school. "

After graduation, Sandy worked a variety of jobs. "I've been a waitress, short-order cook, worked at Sears and K-mart, and drove school and city buses. Now I work for Midwest Alarm as a Central Stationary Operator monitoring calls for homes and businesses. I've been there for 16 years. "

A man of many talents, Milo has pursued several interests over the years. "I bought a sailboat and did a lot of sailing on the ocean and on lakes." Milo also enjoys woodworking. "For my grandson out in Sacramento, I made a tractor-trailer unit about 36 inches long out of wood – no nails or screws, all glued together. I had a neighbor who drove a grain truck so I made a replica of his truck and gave it to him for his birthday." Milo also builds tractors (ones that you can actually ride on) and participates in threshing bees.

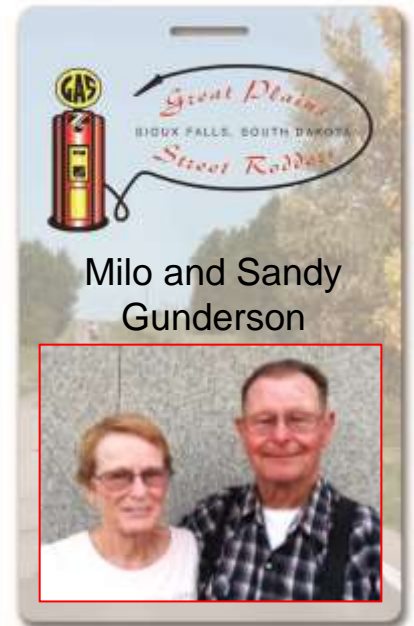
As an old car enthusiast, club activities are high on the list for Sandy. One of her favorite rod runs is Back to the Fifties. "My younger brother, Scot, likes that one, too, so we hang out together and have a lot of fun." Sandy also does needlework, genealogy, and spends time with family. "I have a daughter, Jonna, a registered nurse who lives in Phoenix, Arizona, and a grandson. My son, Jim, lives in Sioux Falls with his two daughters, one is an RN, and the other is graduating from college." Milo, too, has children from a previous marriage. He has a son and 3 daughters, all living in California.

When they were first married, the Gundersons enjoyed camping. Sandy tells of one incident while camping out in Sly Park, California. "I got up in the middle of the night to go to the toilet. All of the trees were 50 or 60 feet high so it was pitch black. I took my flashlight but came out of the toilet at an angle and couldn't find the tent." The next day, her considerate husband bought her a porta potty.

The Gundersons look forward to traveling in the future. Sandy shares, "I'd like to go to Hawaii and to Ontario, Canada, where my grandfather was born. I'd also like to visit England and Scotland. My dad's father was born in Glasgow, Scotland and my mother's side was from England so I'd like to go there and see where they lived. Having traveled to Norway, Russia, England and Scotland, Milo adds, "I'd like to take her to Scotland, it's such a beautiful country. When I was in the service, we would go into Ireland and Scotland. In our favorite pub, there, we could never buy a drink. The bartender would always say, 'I'm so glad to see ya, Laddies,' shake our hands, and pour us a drink. "

Times have not always been easy, but as Milo recalls, "When I had cancer, Sandy would come up to the hospital for hours and always kept my kids informed on how I was doing." Likewise, Sandy appreciates her spouse's efforts after a recent injury to her knee. "He does the laundry and just helps with anything that needs doing."

"Reunited and it feels so good," lyrics from a song that perhaps describe the Gundersons. Dating as teen-agers, they went their separate ways, then found each other again. Who was it that said, "Love is better the second time around"? On that particular sentiment, the Gundersons definitely agree.



# 2016 Summer Cruise Schedule

We dedicate this cruise season in memory of Marv Underberg and his immortal hotrodding legacy

**WEDNESDAY NIGHT CRUISES**, approximately 5:00 p. m. to 8:00 p. m. Open to all car enthusiasts.

*No Vendors or Peddlers are allowed at Siouxland Car Council Events*

**09/21/16 Executive Touch / Subaru**

Brand New Location, Sioux Falls, SD

**09/28/16 NAPA Auto, Tea**

27095 Katie Road, Tea, SD



Every Fall, Great Plains Street Rodders transition to indoor fun. Hotrods Optional. Please join us. Your guests are welcome.

\*subject to change to accommodate the group's fun.

**Oct. 5 – Harris Burgers**

106 E. Willow St. Harrisburg,

**Oct. 12 – Shenanigan's Pub (26<sup>th</sup> & Ellis Rd.)**

1903 S Ellis Rd,

**Oct. 19 – Hartford Steak Co. Tavern**

709 N. Mundt Avenue, Hartford

**Oct. 26 – VFW**

3601 S. Minnesota Avenue, SF

**Nov. 2 – Monarch Steak House**

47409 – 258<sup>th</sup> Street, Renner

**Nov. 9 – Marlin's Family Restaurant**

108 S. Minnesota Avenue, SF

**Nov. 16 – Crack'd Pot**

1430 N. Minnesota Avenue, SF

**Nov. 23 – Pizza Ranch – East 10th**

3809 E. 10<sup>th</sup> Street, SF

**Nov. 30 – Buffalo Wild Wings - Louise**

2601 S Louise Ave. , SF

**Dec. 7 – VFW**

3601 S. Minnesota Avenue,  
Special priced items

Get a close-up look at how your gifts are making a difference through the mission and programs of Children's Home Society.

You're invited to join us for a meal, a very brief presentation, and a tour by attending one or more of the following:

Thursday, Oct. 6	Noon – 1:15 p.m.	Sioux Falls Children's Home
Tuesday, Oct. 11	Noon – 1:15 p.m.	Children's Inn
Wednesday, Oct. 19	5:00 – 6:30 p.m.	Sioux Falls Children's Home
Thursday, Oct. 27	5:00 – 6:30 p.m.	Children's Inn

For planning purposes, please RSVP at least 5 days prior to Rick Weber:  
rick.weber@chssd.org (605) 965-3127



Sioux Falls Children's Home (SFCH)  
801 N. Sycamore Avenue, Sioux Falls  
SFCH is located just north of Washington High School.  
Please join us in the Administration Bldg – Building A.



Children's Inn  
409 N. Western Avenue, Sioux Falls  
There is parking to the south and north of the building. You can use either entrance.

CHILDREN'S  
HOME  
SOCIETY  
www.chssd.org





## Thanks Given

Thank you for your generous memorial for John. We will be making a donation to Paralyzed Veterans of America in memory of John Lynch. They helped file his disability claim at the Veteran's Administration. I hope to see you all soon, Sonja Lynch

## Sympathy Offered

Our thoughts and prayers go out to fellow friend, member, Tom Olsen and his family. Tom's mother, Eva Olsen, passed away September 1, 2016. The club sent a memorial on behalf of all of us Great Plains Street Rodders.

## Thanks Given

Thank you very much for the memorial on my mom's behalf. The memorial will go to the First Lutheran Church Media Ministry, which was a big part in my mom's church life in recent years.

Joyce and I appreciate your support at this difficult time. It's great having all you friends.  
Tom and Joyce Olsen

## Sympathy Offered

Our thoughts and prayers go out to fellow friend, member, Don Mertens and his family. Don's brother, Charles Mertens, passed away September 6, 2016.

Please keep Don and LaDell in your prayers.

## Thanks Roast Hosts

Thank you to Ron and Karen Roe for hosting another awesome Wienie Roast. It was a beautiful evening with attendance at approximately 80 people. Thank you to Clay and Susan Seachris for picking up the hotdogs and buns. It was another memorable event surrounded by great friends.

## Club Costume Party

You're invited to Roger and Cheryl Van Noort's Halloween Costume Party, October 29. In a costume, surrounded by friends allows everyone to fit in perfectly and makes for great evening.



## Congrats to Ron Roe

Ron and Karen Roe received a "Top 10" award for the 1956 Chevy Nomad at the 37<sup>th</sup> Annual Vintiques Rod Run and Kampout. This award is voted on by fellow participants and this year there were over 450 cars registered.



## Congrats to Gale Horan

Gale Horan recently retired and has been really enjoying the extra time with two of his most loved things; his wife Judy and his 1957 Chevy. And yes he's also been enjoying the extra time with friends and family.



## Birthdays Anniversaries

Birthdays and Anniversaries will still be published once a year in the Great Plains Street Rodders' Membership Directory. However due to increasing privacy concerns and the ever changing membership roster, those dates will no longer be shared monthly in the newsletter. Thank you



## Photographs and Memories

by Tom Olsen

I'm a car guy and veteran Great Plains Street Rodder from Sioux Falls who developed an interest in cars in the early 1960s, and that passion has been with me all these years. Each month I'll share a picture or two in the newsletter and will offer a short narrative on each for your enjoyment. While I'm primarily a Chevy guy, I'll do my best to mix things up a bit so everyone sees something they might enjoy.



## One Of Our Own

This month's feature is none other than GPSR's own Dick Gaddis and the "Orange Peeler". The Orange Peeler was a 1970 Plymouth Duster race car which Dick raced from 1971 through 1973. The car was owned by Darlo Buckwalter, of Missile Muffler fame. The engine was a de-stroked 426 Hemi, resulting in 396 cubic inches, with two 1300 Dominator carbs coupled to a clutchless Liberty 4-speed transmission. The car was raced in D/Altered or B/Modified Production classes, depending on the year and equipment at the time. This was a serious race car with times of 10.08 at 148 mph in the quarter mile! Dick raced throughout the area, competing in NHRA Points Meets at Minnesota Dragways, Kansas City, and Thunder Valley Dragways. After the 1973 season, the Orange Peeler was separated and sold. The body went to Minneapolis and the engine and transmission went to Utah. This is a pretty cool piece of area racing history that I'm sure Dick, and several others, would love to see back in the area.

