



Cruisin' News

October 2016

President – Clay Seachris
Vice President – Bob Schmeichel
Treasurer – Jayne DeBoer
Secretary – Marilyn Haper

Longer Nights, Colder Days

By Clay Seachris

President's message

Like so many lyrics regarding the dark and cold encroaching into our lives, we fight to get all the things done we have planned before the shorter days of winter arrive. I've been busy working on the club directory and have enjoyed all the email revisions from longtime, current members and recently joined members. I hope I've made all the correct updates. I've also heard from friends who've moved or sold their cruisers and moved on to other hobbies. There are also a number of non-renewals the club is deleting from the membership database and email communication. I hope that is their intention and it's not just an oversight. Maybe after January we'll begin the year by publishing the names of renewing members so everyone can tell that we have them on the list. I've had people ask for personal renewal invoices or notifications – I'm sorry, but that's just not gonna happen from us busy volunteers. ☺

Our club jacket purchase has been a rewarding but time-consuming project. The order was for 38 jackets that seem to run a bit small. Luckily I had ordered additional XLs so many could choose a size up from their pre-order. That leaves the club with many size large jackets in stock. The last group order will be placed this week for 3X and 4X jackets. It's cool to look out at events and see so many familiar jackets. Lorie at Midstates has already had many of you stop in to get your jackets "GPSR'd" with our logos. The contact information for the jacket company can be found on our website so members can make future purchase on their own.

Okay, enough work stories. Susan and I just returned home from a Fall Foliage Cruise organized by George Roetman with SODAC. Thirteen cool Great Plains cars headed south and joined with another dozen or so cars in Vermillion. The 25 or so head-turners cruised together through small towns and scenic byways along the Nebraska side of the Missouri River and through some of the scenic Loess Hills of Iowa. We ended the cruise in Sioux City, so after a nice lunch at Four Brothers Restaurant we split up with some friends to shop at Harbor Freight and Get Funky Gifts & Stuff, while others had fun at Palmers Old Tyme Candy Shoppe.

Some of the hardcore Great Plains Street Rodders spent the Saturday evening at our regular hangout at Hardees on Minnesota Avenue. It's been fun seeing pictures and reading updates from other members who've become Facebook users. Our club Facebook page is very active with up-to-date photos. We continue to struggle to keep our "time consumer" website, GreatPlainsStreetRodders.com current, which still remains a priority.



*Verlyn and Rhonda
cruising in their
'40 Ford followed
by many friends*

Creating An Image

By Bob Schmeichel

When building what you might consider to be a hot rod no matter what your project is, as with life in general, there always has to be a well thought out plan to get to what you might think of as your satisfied end result. Even with all the planning there are always little detours or challenges that come up no matter how focused you thought you were. Over the years, patience, and experience helps each of us push well beyond what we may have had as an accepted standard in our younger years and now is limited only by our imagination. Anything is attainable; we just have to figure out how to create it or where to get it.

In 1985 Vern Jenson, one of my lifelong friends was talking about building another hot rod project. He really wasn't looking for anything in particular but wanted to build a car with a Bonneville looking theme. While attending the Vintiques Rod Run that year and after talking to Randy Gribble in Watertown who had a 1937 Ford coupe body for sale at the time, a deal was made and Vern soon had the body home. Vern said the car body sat beside his garage on his trailer for almost a year while the beginning of his well thought out plan began. First on the agenda since the body was just that, was to locate a frame to mount the body on. After searching the surrounding area Vern located one on a farm west of Tea, South Dakota. When going to pick the frame up at the farm, Vern was also able to cut the front portion of a roof off another 37 Ford car lying nearby. This cut off portion of the roof would be used later in his plan when it came time to chop the top of the body. With the frame home the steps began to get it rolling with adding a Mustang II front suspension along with the addition of an 8" rear end out of a late 60's Mercury Comet with 3.25 gears. Oakleaf Salvage was then called upon for a newer HO 302 Ford Mustang engine with the matching C-4 transmission. Vern told me it took all of nine months to get everything mounted in place on the frame thru the exiting modified "X" member, plumbed with gas and brake lines. Steering and exhaust were mapped out thru the frame with the body in place so there were no surprises at the end to solve. The radiator was mounted with an air conditioning condenser in place and all related lines confined within the small area under the hood making it all look stock as it might have came from the factory that way had they done that.

When Vern initially bought the body home, we were talking about his vision of the car with its color, moon disc hubcaps, its stance, and how much to chop the top. With that information I created an ink and water color painting of what I thought the car would look like finished to hang on his inside garage wall for inspiration. It has been there ever since.

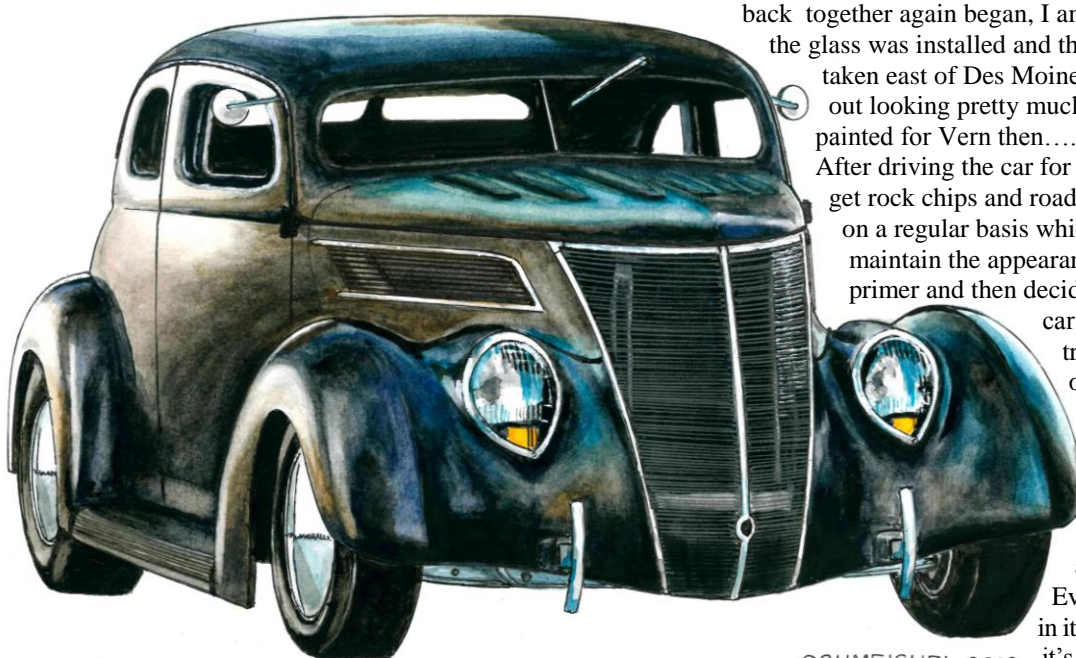
Since the frame was done as far as mocking it up, the body was bolted down solidly on the frame and 4 inches were taken out of the roof height. Anyone who has ever seen the side profile of a 37 Ford coupe knows because of the slanted angles of the windshield and the back of the roof, taking 4 inches out is no easy task. As you bring the picture of the roof down while maintaining those angles the roof needs to get longer. Hence the front part of the roof he cut off the other 37 earlier was used to make it longer with one weld joint across the roof once it was measured a few times and fitted. Which brings up another point. One of the most important tools for anyone building cars is a tape measure. The old adage of measure twice and cut once in very important when you are dealing with something you may not be able to replace. Vern went thru the same process when it came to the doors and all the inside garnish moldings till they all looked like they were made that way. He followed up with removing the outside door, hood, and trunk handles as well as creating one-off hood side panels. Once all the body work was done and in primer to his standard, he took everything apart again right down to the bare frame and painted everything a gorgeous lite silver blue color. It took a good 10 months to get to this point in time. Then the long tedious process of putting it

back together again began, I am thinking at least 6 months. After the glass was installed and the exhaust was put in place, it was taken east of Des Moines for interior work. The car came out looking pretty much exactly like the picture I first painted for Vern then...Fast forward to about 10 years ago. After driving the car for quite a few years it was starting to get rock chips and road rash associated with driving a car on a regular basis which is why we have them. Trying to maintain the appearance Vern repaired the areas with primer and then decided it would be easier to repaint the car the hot rod "Blist Black" than

trying to spot paint the highly metallic original silver blue color he had chosen earlier. This was a change he hasn't regretted doing since.

Earlier this summer he pulled the original 302 he had installed so many years ago and replaced it with another 302, but with 450 horsepower.

Even though the car looks rather sinister in its stealth black paint, it still looks like it's going 200 mph sitting still!! Ready, aim, fire...coming hard with clearance to land.



SCHMEICHEL 2016



"We Got Our Kicks on Route 66"

By Karen Roe

Route 66 is like a faded thread weaving its way across an heirloom tapestry, aged but still useful in preserving an important part of our history. Like the thread, it is not always visible, often running parallel to the interstate on one side or the other, sometimes running underneath it, and in places, disappearing all together.

Beginning in Chicago, Illinois and ending in Santa Monica, California, Route 66 is 2256 miles in its entirety. Planned as a two-lane highway and a main artery from the east to the west, Route 66 was officially commissioned in Nov 1926. It was built diagonally through prairie land, allowing farmers to distribute their produce and grain from small towns and rural areas. Trucks began to rival trains, becoming major transporters of goods. Later, Route 66, also known as the Mother Road, became an escape route for thousands of immigrants desperate to leave the Dust Bowl area as they headed for California. During World War II, several military training bases were located in the West making Route 66 an ideal thoroughfare for moving military vehicles and equipment. After the war, ex-servicemen, as well as tourists, flocked to the West promoting rapid growth of stores, motels, and gas stations. Some of the refurbished gas stations, or their remains, are still standing.

We passed sad remnants of motels once in their "heyday" but visited a couple that have been effectively refurbished, still reminiscent of the early and middle 1900s. The Blue Swallow Motel in Tucumcari, New Mexico was opened in 1941 and is still in use. Renting for 100 bucks a night, the rooms have been kept mostly original. Small but clean, they featured the old gray "honeycomb" patterned tile, white porcelain sinks, and cramped quarters. Most novel of all, were the attached garages, accommodations for travelers that would be considered unnecessarily luxuriant today.

The El Rancho Motel in Gallup, Tex. served as a temporary home for movie stars and those involved in nearby movie productions back in the 30's and 40's. Huge, even by today's standards, it featured a 2-story lobby with a massive fireplace and a double-seated shoeshine bench along one wall. Even with sneakers, we could not resist sitting there, imagining ourselves pampered along with the rich and famous. Above each room was a metal placard indicating which famous actor had slept there.

Another must-see was Cadillac Ranch in Amarillo, Tex. It is a series of junk Cadillacs representing a number of evolutions of the car line from 1949 to 1962, half-buried, nose-first in a field that is visible from the road. Graffiti is encouraged and visitors (including us) painted them in wild colors.



One of our first stops was in Miami, Oklahoma where we were treated to a tour of the Coleman Theatre, a unique stucco building of the Spanish Revival style. It was built in the 1920s by Coleman, a wealthy miner who had discovered zinc and lead in the area. Expensive and elaborate, it rivaled the best theaters in Europe. Many famous people, including Bob Hope and Bing Crosby either performed there or were part of the audience. In 1983, the family donated the theater to the city of Miami. It was restored to its former elegance and now shows movies and hosts live performances. It was fun to experience the exact same environment of a beautiful theater that was in its glory almost a century ago.

Further down the road, we stopped at the high school ball diamond. Since my brother was an avid Yankee fan all his growing-up years, we would have been remiss not to snap

his picture by a statue of Mickey Mantle in his hometown of Commerce, Oklahoma.

The most enjoyable stop for our esteemed driver was in the pretty town of Santa Rosa, New Mexico. The Route 66 Auto Museum offered an impressive collection of over thirty cars and trucks, some of them for sale. The owner, Bozo Cordova operates the museum as well as a garage. Lounging in his chair with his morning coffee, Bozo greeted us and explained that he had done most of the restorations himself. Ron was impressed with his work, and they seemed to hit it off, our visit ending with the gift of a dash plaque picturing Bozo's own '55 Nomad.

Winslow, Arizona's downtown beckoned us to where the Eagles sang of "a girl, my Lord, in a flatbed Ford", now immortalized in a painted mural on the side of a building. Standing on the corner, is a statue of a guitar-toting traveler taking in the sights of Winslow. Exploiting the popularity of the song, owners of a well-stocked souvenir shop across the street, sold everything from maps and Route 66 apparel, to Native American memorabilia. It was a busy place.

After 3700 miles, it's good to be home, but we gotta say, if you're into nostalgia or just want a change of scenery, try Route 66. To use a word from the past, it's like.....groovy!





Every October until May, Great Plains Street Rodders transition to a supper social club. Hotrods Optional.
Please join us. Many of these gatherings have special group rates. Guests are welcome.

Schedule is also posted on greatplainsstreetrodders.com

(2016-2017 Schedule) **Schedule is subject to change to accommodate the group's fun.

Oct. 26 – VFW

3601 S. Minnesota Avenue, SF

Oct. 29 – HALLOWEEN WINE TASTING PARTY, 4:00 p.m.

(Saturday)

METRO STATION, 906 E. REDWOOD BLVD, BRANDON

BRING A BOTTLE OF WINE AND AN HORS D'OEUVRES

"IF YOU DON'T WANT TO LOOK SILLY WEAR A COSTUME!!"

Nov. 2 – Monarch Steak House

47409 – 258th 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. 10th Street, SF

Nov. 30 – Buffalo Wild Wings - Louise

2601 S Louise Ave., SF

Dec. 3 – *Annual Great Plains Charitable Morning* (need to finalize)

Children's Inn with Santa Claus and your gift.

Dec. 3 – *Annual Greats Plains Christmas Party* (need to finalize)

Gift Exchange, Catered Meal

Dec. 7 – VFW

3601 S. Minnesota Avenue,
Special priced items

Dec. 14 – Brandon Steakhouse

1308 East Rushmore Drive, Brandon

Dec. 21 – HyVee Market Grill – (49th/Louise Ave.)

4101 S. Louise Avenue, SF

Dec. 28 – Pizza Ranch – East 10th

3809 E. 10th Street, SF, Regular buffet items

*We welcome a new Meet-n-Eat Committee, shadowing the retiring Terry Peterson and Gary Jorgenson.
The 2017 committee will be: Cory Enderson, Sandy Gunderson, Ron Friedbauer, and Bruce and Suzie Aldrich.*



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.

Mr. Bardahl

Here's Bill "Mr. Bardahl" Hielscher and his 67 Camaro in a photo taken at Cornhusker Raceway, Omaha, NE, in 1970. Hielscher was a very prolific Chevy racer for several years from the mid-1960's, well into the 1970's. It was not unusual for him to show up at a major event with up to 8 different entries on a semi-trailer for the race. This particular Camaro is 427 powered and was being run in A/Modified Production at the time I saw it. Bardahl Lubricants was the major sponsor of Hielscher for years, hence the nickname "Mr. Bardahl". It's interesting to note that Bardahl Lubricants obtained the very first 1967 Camaro/427 conversion, by Dana Chevrolet in California, and used it as a rolling test bed for some years. The whereabouts of that test bed vehicle is somewhat of a mystery...do you suppose this is that car?



****CORRECTION**** In last month's article, I incorrectly noted that the Orange Peeler was owned by Darlo Buckwalter of Missile Muffler fame.

In fact, Buckwalter owned Buck's Muffler Shop, in Sioux Falls. My apologies to Dick Gaddis and any others for this error. Tom