



Cruisin' News

November 2016

President – Clay Seachris
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Enjoying Autumn

By Clay Seachris

President's message

September weather has lasted more than 90 days now, so we've been able to enjoy many weekend cruises. Without scheduled summer cruise-ins, show-n-shines and car show commitments we're free to enjoy cruising local highways and putting miles on our cars. These group cruises have been fun, "last minute events".

Tom Olsen mentioned a couple months ago that although he's got tons more great memories from cruising days gone by, he's shared all the photos from his albums. So I'm sorry to say Tom's monthly article "Photographs and Memories" will be ending its long run after our next issue. I've really enjoyed reading his articles, seeing those cool photos and working with Tom every month organizing his page. Please thank Tom for all his service to our newsletter. I'm grateful for his article, his commitment and how much his page helped bring friends together.

With that said, the newsletter is in need of the next new venture. So if you've ever thought about sharing monthly car hobby related ideas, passions, memories, builds, history etc. We have an opportunity for you.

As winter approaches, the Great Plains Street Rodders continue growing friendships, enjoying our hobby and sharing the social benefits we get from the cool cars that brought us together. If you've got something in mind you'd like to do with friends, pass it along to me. I'll be glad to share it with the group and we can coordinate an indoor event. Through the years we've visited museums, wineries, taken tours, shopped, taken classes, played games and pretty much anything else friends with common interests enjoy doing..



The 1932 Icon

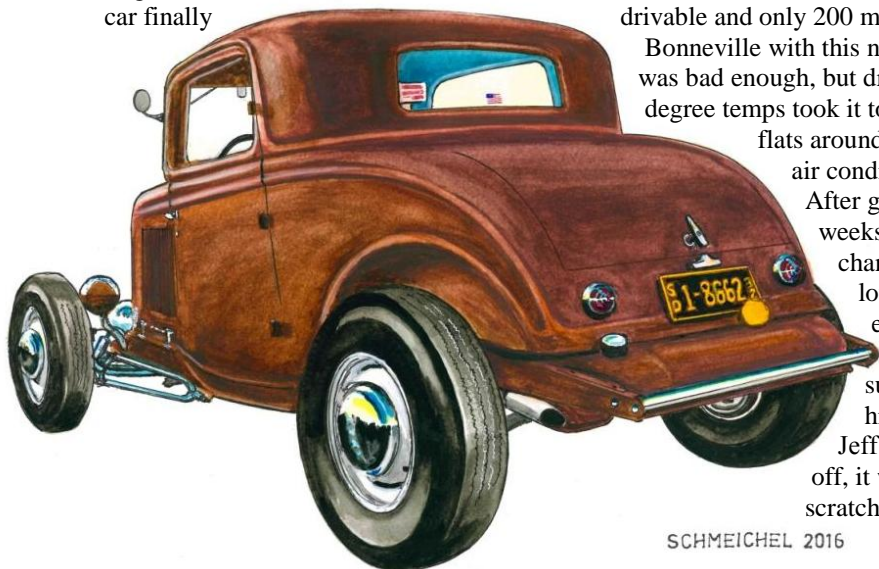
By Bob Schmeichel

Whether you want to admit it or not, the 1932 Ford cars in general, have been a public favorite since their beginning. When Ford introduced their first V-8 that year along with their one year only main body design, the 1932 Ford has continued to gain popularity no matter the body type even up to today. I have been reading Hot Rod magazine since the early 1960's and I can honestly say I don't think I have ever seen an issue from then up to today that didn't have a story or two about someone's 32 Ford and what they had done with it. I may sound a little impartial but the iconic status of the 32 Ford actually led me to build 4 complete 32 Ford street rods myself the last 40 years. I am not the only one who loves 32 Fords and I say this not only because of all companies out there that are reproducing bodies both in steel and fiberglass, but also everything else related to enable anyone to build a completely new 1932 Ford. Because of that availability along with ever growing interest, there are way more 1932 Fords registered and driven in this country today than were ever produced in 1932. It's really kind of ironic for so many to want this one year car while making each one individualized with their owners tastes and liking to make it a little different. Car trends as far as what people do with old cars come and go from year to year, yet with this one year design with subtle little things remains on the fore front of whatever is popular each year.

When I asked Jeff Peters what attracted him to this specific year Ford, his story began with hanging out at the Rod Ensز garage while Rod was building Jeff a 1938 Chevy sedan. Rod had a 32 Ford 5 - window coupe in one corner of his garage that Jeff saw every time he was there. The general body shape and lines grew on him as time went by and later decided he had to have one too. So in 2002, Jeff started gathering parts up to build his own vision of an old time hot rod 32 Ford 3-window coupe. First thing he bought was a set of new American Stamping frame rails from Kevin Bowman in Brandon. Even though these were just frame rails, the picture in his mind had to start some place with the best pieces he could find to create his dream. As time went on other parts were bought from thru out the country to get the frame together into a rolling picture. Jeff commented while laughing as he told me about selling 5 Model 12 shot guns to fund buying a complete Pete and Jake front suspension, rear shocks, and rear ladder bars. It had become a priority change for him. When it came time to start looking for a body, Jeff, Rod Ensز and Rick Munce drove to Nebraska to check out an old guy putting together new metal stamping pieces to create a new 32 Ford 3-window coupe body. This was the beginning of the Dearborn Deuces business in its infancy. What the 3 guys saw then with the new body panels not being as straight as they should be because of their early processes along with a flat steel floor made Jeff shy away from getting one of those new steel bodies. On the way back home it was decided to look at the next best thing which at the time was a Westcott fiberglass body. They are made with a complete steel inner structure for support and have all the correct body shapes straight enough that require little less than sanding to paint. The following week Jeff called Westcott and told them his want list he was looking for in a body. Their response back was they already had one with the majority of his list that they used to display at shows. The only thing the body was missing from Jeff's list was a cowl vent for which they offered to deduct a certain dollar amount. Jeff told them to ship it. With the body on the way the fun began. Rod Ensز put Jeff's new car together to as the new parts came into the picture. A nine inch Ford rear end was used to make it a roller along with a 350 Chevy mated to a 200R AOD trans to push everything along at an easier pace. Rod eventually painted the body, hood, radiator shell, and gas tank epoxy red oxide primer so Jeff could achieve the look he was going for along with the 16" powder coated steel wheels, hub caps, and tall skinny tires. Jeff also added a bunch of original little details and items to the car to further enhance the old hot rod look he was going for. In the fall of 2005 with the car finally

drivable and only 200 miles on it, Jeff decided to venture out on a trip to Bonneville with this new 32. He said the first 10 hours of driving in the rain was bad enough, but driving thru the mountains in western Wyoming in 40 degree temps took it to a different level of cold. And then getting on to the flats around Salt Lake City with 110 degree temps he knew that air conditioning or a heater were not going to be optional. After getting back home he wound up in the hospital for 2 weeks with pneumonia because of the extreme temperature changes he had pushed himself to go thru. He said he loves his 32 and would trade the memories for nothing even with that experience. As I sat in a chair down at the Day In The Hay event in Lincoln this last summer, I saw quite a few guys approach Jeff to talk to him about his old appearing 32 Ford hot rod. With all Jeff's personal old time little details that throw everyone off, it was rather funny to see them walking away later scratching their heads when he told them it was fiberglass.

Job well done Jeff!!



SCHMEICHEL 2016



Behind the Wheel

By Karen Roe

Karen and Doug Walker attended the same Jr. High. Karen remembers, "I couldn't stand the guy. We had to take dance in gym class and Doug and his cousin would finagle the line-up so that my partner was always this boy who wasn't "all there".

Later, I got to know Doug better, though, and we went together in High School. Back then, he was always working on the '55 Chevy so I called her the "Babe" 'cuz she always got all of his attention." Doug continues, "We wanted to get married on her 18th birthday but I was too young so we had to wait three months and get married on mine." A few months later, Doug joined the Air Force and was sent to Lackland Air Force base in Texas for basic training. Karen joined him shortly after. "I went to automotive school and did maintenance for all the military vehicles. Then, an engine fell on my wrist and did a lot of damage. After two operations to put my arm back together, I was given an honorable discharge with a medical condition." Karen continues. "We moved to Baltic with our trailer and Doug went to work for his step-dad as a mechanic."

A Sioux Falls native, Karen has a couple of sisters and one brother. "I'm still really close to one of my sisters." One of Karen's first jobs was sewing military uniforms. "I did that for a few months, then I tried selling maintenance agreements for Sears. After that, I was a stay-at-home mom for a few years and I loved every minute of it. After the boys started kindergarten, I went to work for Daniel-Olsen in their office. I do payroll, accounts payable, just about everything." Karen has worked there 28 years and is there currently.

A Sioux Falls native, as well, Doug has one sister and four brothers, two of them deceased. "For thirteen years, I worked at Morrells, then, when they went on strike, I opened and ran my own automotive shop for awhile. When I was offered a job for Rosenbauer's in Lions, I took it and have been there for 20 years building firetrucks."

Doug and Karen have four children. "Stacey is our oldest. She works for Sanford and takes your money. She lives in Brandon and has one boy and one girl. Angie lives in Crooks and works at Wells Fargo in loans. They have two children, a boy and a girl. Doug and Scott are our twin boys. Doug is an Internet Technician in Springfield, MN. His wife's a General Practitioner and they also have a boy and a girl. Scott and his wife live in Brandon. He's an engineer, designing firetrucks."

A long-time and favorite pastime for the Walker family was sprint car racing. Doug recalls, I started out with 6 cylinder modifieds, then progressed to sprint cars. We raced for 27 years." Karen adds, "I was there for nearly every race. Eventually, I even got into the pit crew." Doug affirms, "If we blew a motor, that week-end she and I would tear it apart and fix it for the next race."

Karen admits that all of that was really hectic. "The boys were into go cart racing so we were always busy with that on Friday nights. Sometimes, I would pray for rain so I could get a break from all the activity." As a result, though, all the kids remain race car enthusiasts.

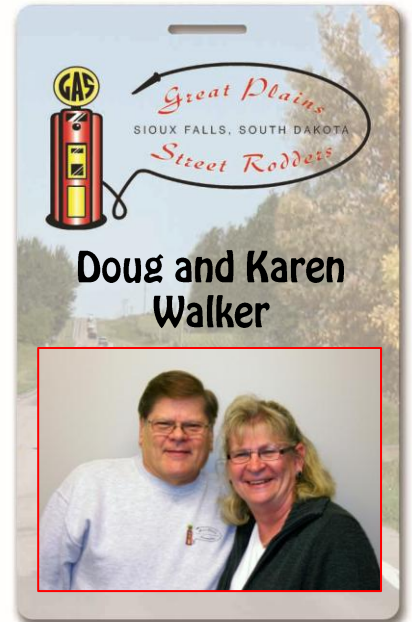
In addition to car club activities and spending time with family, Karen enjoys crafts and needlepoint. "I like to draw. I have several drawings at home and one caricature of Doug hanging in the garage." She would also like to do some more traveling. I'd like to go back to Hawaii. We went there for our 40th anniversary and I won a package there so we did a lot of things and had a really good time."

Doug has a definite goal topping his bucket list. "Something I've always wanted to do is go on the Woodward Dream

Cruise in Detroit, Michigan." In 1958, Woodward became the unofficial street-racing highway featuring muscle cars from the 1950's, 60's, and early 70's. Every third Saturday in August over a million people and 40,000 classic cars come to Detroit to cruise Woodward. It is the largest single-day classic car event in the world.

Married 47 years, the Walkers are still best friends. "If I want something done, he generally does it," Karen says of her spouse. "He usually does what I want to do." "We don't go many places without each other," Doug adds, "and she still comes out and helps me in the garage if I need it."

In a time when love may not last forever, we are reminded of a Sonny James song ----- We will vow to one another, there will never be another..... Young love, first love. Like the old classic cars, the Walkers would agree that some things just get better.



Meet-n-Eat Schedule

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.

Nov. 23 – Pizza Ranch – East 10th (Free Private Meeting Room)
3809 E. 10th Street, SF

Nov. 30 – Buffalo Wild Wings – Louise (Free Private Meeting Area Upstairs)
2601 S Louise Ave., SF

Dec. 3 – Annual Great Plains Charitable Morning (Driveline Service, Children's Inn)
9:00 - Meet for a social hour at Driveline Service (Western and Burnside)
10:00 - Go to Children's Inn with Santa Claus to deliver your gifts and supplies.

Dec. 3 – Annual Great Plains Christmas Party (LifeScape, 4100 S. Western Avenue)
Socializing begins at 4:30 the meal around 5:15 or 5:30. Gift Exchange,
\$12.00 Catering RSVP accepted through Sunday November 27.
(Life Scape Catering: Roasted Beef Tenderloin/Chicken Breast, Roasted Baby Red Potatoes, Green Bean Almandine/Steamed Glazed Carrots, Dinner Roll with Butter, Dessert, Beverage choices.)

Dec. 7 – VFW (Free Private Meeting Room)
3601 S. Minnesota Avenue,
Special priced items

*Thank you retiring Meet-n-Eat Committee,
Terry Peterson and Gary Jorgenson.*

Dec. 14 – Brandon Steakhouse (Free Private Meeting Room)
1308 East Rushmore Drive, Brandon

*We welcome and thank the new Ccommittee:
Cory Enderson, Sandy Gunderson, Ron
Friedbauer, and Bruce and Suzie Aldrich*

Dec. 21 – HyVee Market Grill – (49th/Louise Ave.)
4101 S. Louise Avenue, SF

*This offseason has been great so far with
new locations, great food and economical
prices – which is not an easy task for a
group of 50 to 70 close friends. ☺*

Dec. 28 – Pizza Ranch – East 10th (Free Private Meeting Room)
3809 E. 10th Street, SF, Regular buffet items

Jan. 4 – Royal Fork Buffet (Free Private Meeting Room)
4610 W Empire Place, SF, Regular menu items

Jan. 11 – Shenanigan's Pub (26th & Ellis Rd.) (Free Private Meeting Room)
1903 S Ellis Rd, SF, Regular menu items

Jan. 18 – The Cracker Barrel (Free Private Meeting Area)
2409 S Shirley Ave, Regular menu items

Jan. 25 – Crack'd Pot (Free Private Meeting Area)
1430 N. Minnesota Avenue, SF, Regular menu items

Feb. 1 – Marlin's Family Restaurant (Free Private Meeting Area)
108 S. Minnesota Avenue, SF, Regular menu items or buffet items

Feb. 8 – Pizza Ranch – East 10th (Free Private Meeting Room)
3809 E. 10th Street, SF



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.

The Jungle

"Jungle Jim" Liberman was easily one of the best known and popular funnycar drivers from the 1960's and well into the 1970's. In these photos from 1970 or 71, his car appeared at a funnycar match race at Thunder Valley Dragways in Marion, SD. The car is a fiberglass body Chevy Nova on a tube chassis. Even though Jungle Jim was known as a favorite of the Chevy crowd, close inspection will reveal a blown and injected Chrysler Hemi, running on Nitro methane, supplied the power. "Jungle" was a very flamboyant showman and was well known for nearly full track burnouts prior to a run. Adding to the popularity of the team was his girlfriend, "Jungle Pam" Hardy. Pam was Jungle's assistant and back-up girl and was well known for her minimal attire that always had the full attention of men at the races. Jungle Jim was running at least two cars when these photos were taken, and he had a half dozen different drivers that drove at different times. On this particular weekend I don't recall that Jungle himself (or Pam) were present for the race. Jungle Jim met an untimely death on public roads in 1977 when he was killed in a head on collision between his 1972 Corvette and a bus.

