



Cruisin' News

March 2017

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

Your Ideas Make Our Events

By Clay Seachris

President's message

Your cruise and social gathering ideas all-year-round helps keep us busy making memories and having fun together. As with any group of friends, we're always looking for ideas to coordinate and make events to have fun. Your ideas, support and the participation of all members make the Great Plains Street Rodders such a great group to be involved with. It works so well for you to approach me or any of the members with an idea and together we're able to make that idea into a successful event. Any member can volunteer to coordinate a cruise, tour, picnic or social event and the club will support you, participate and make a simple idea into a reality.

Indoor socials will soon be outdoor cruises. As spring rolls in, the Great Plains Street Rodders begin the transition from indoor socials, parties and gatherings to outdoor hotrodding, picnicking and cruising. We enjoy good food and socializing all year round. Indoor social season and topics tend to revolve more around our personal lives, growing friendships and preparing for outdoor cruising. Our outdoor season reflects our name as street rodders, cruising and sharing our cars and socializing with all car enthusiasts, answering car related inquiries and making people smile as we share our attention grabbing rides.

During March and April as we make the seasonal transition we reflect upon and thank the people that made another winter together, fun. The meet-n-eat committee; Cory Enderson, Sandy Gunderson, Ron Friedbauer, and Bruce and Suzie Aldrich. The special party committee; Judy Horan, Jean Knowlton, LaDell Mertons, Sandy Thank you for renewing your membership, you and your participation gives us stability. Every year on April 1, the officers review unpaid memberships, begin organizing the annual membership directory and revise the email contact list. For continued participation, please be current before the end of March.



Hot Rod

By Bob Schmeichel

Depending on your age, the term hot rod can have many different meanings at different levels based on what you drive or have driven in your life time. For some of us it may have been the first thing we really drove by ourselves and the first feeling of acceleration that we were in control of. This rush may have been enough to share it with others giving us the feeling of power that really never stops. The feeling of acceleration is like an adrenalin drug that continually needs to be tested to be renewed. Knowing when and where to achieve this comes with age and maturity. For myself as I am sure that most of you have figured out by now from reading some of my stories, I have

always had a need for speed, not the drug, just the plain hard core feel of acceleration at any speed. In the last 50 some years most hot rods were always thought of as an old car from the 1920's thru the 1960's that had a newer and bigger engine installed fooling most people about its potential when challenged. My second real hot rod street rod that I built in 1974, was the fastest car I ever had. It was a 1932 Ford 2 dr. sedan that I installed a totally stock 1970 375HP 396 Chevy with a 400 turbo trans and a 12 bolt rear end that all came out of a 1970 Nova I had then. Going from zero to 60mph in 3.8 seconds and doing a quarter mile at Thunder Valley in 13 seconds flat at 108mph with street tires and thru the exhaust seemed like a pretty fast feat for a daily driver.

This brings me to another close friend I have had since those early 1970's. His name is Larry Stauffacher, and he like me then, built his own version of a hot rod, a 1923 "T" bucket. Since he had been a Paratrooper in the 101st Airborne knowing little fear and racing at Huset's Speedway, he had a bit more drive than most people I knew then. Because of that, he had the persistence and experience of what was needed to build a car from scratch to do what he wanted. When completed it was a pretty lite weight 1900 lb. car with just the basic needs to keep it safe along with its 327 Chevy and power glide trans for drivable performance. He went thru a few engines each time upping the performance until he arrived at his final engine combination which was a 671 blown 350 Chevy with two 4 barrel carburetors. It was a fun time then as our cars were close in performance leading us to drive them around the country together to attend street rod national events and compete in what was then called "Streetkhana". Today it is more commonly known as auto crossing. We did, I think extremely well then, considering we usually had 200 to 275 participants from all over the country in each of our classes (based on wheelbase) we were competing in. In 1976 we both came home from the Street Rod Nationals in Tulsa, Oklahoma with 4th place. The next year in 1977, we came home from the Nationals in St. Paul with Larry getting first place and me second in Streetkhana. Because we drove our cars on a regular basis as long as we could weather wise, we became one with our cars. Doing this we knew exactly how they would react and respond when the gas or brake pedal was depressed. It was an adrenalin rush that has never gone away for both of us with constant fun making our hearts beat at a higher rate. I don't believe it is why I have high blood pressure today, but I guess you never know... We both sold those early hot rods we once had, but continue building other cars to fill the need to better our old memories from so long ago.

Even though Larry still builds other cars and has had a few Corvettes to go fast with over the last few years, Larry like me, has slowed a bit because of other interests and or priority changes. But his drive and need for speed still remains strong as ever. Larry told me he had been following a lot of articles the last few years in regards to what Chevrolet was doing with the Camaro which led him to seeking one out for himself on the internet. He finally located a Chevy dealership with a new black 2013 ZL1 on their showroom floor in Columbus, Nebraska in September of 2014. After exchanging pictures with the dealership, an agreement was made and Larry traded off his low mileage 2009 Z06 Corvette for the new 2013 supercharged ZL1 Camaro he had finally found. After getting it home he really didn't have much of a chance to play with the car since we were going into winter besides trying to finish up other projects already in front of him. In 2015 and 16 it was a different story with him really just enjoying the 580HP car driving it to the Camaro Rally twice in Sturgis while getting 23 mpg. Then later in 2016 he started to improve the performance of the engine with small outside of the engine changes. Two were a cold air intake and a thermostat change to allow a cooler engine running temp. After a couple other little things he took the car to Schwanke

Engineering in Springfield, Minnesota, a company that specializes in LS engines to further dial the computerized engine to a new 566 rear wheel horsepower. Once back home, Larry said he has had

only a few learning test passes at the drag strip last fall with the best being an 11.60et @ 120mph. I would say that was pretty respectful for a car with 3:23 gears driven to the drag strip, ran thru the exhaust with no headers and later cruising home again. I think this creates a new definition of hot rod today considering it is pretty much factory equipped inside the engine yet and Larry possibly aiming for high 10's.





Behind the Wheel

By Karen Roe

If there is such a thing as “star-crossed lovers”, that phrase might well apply to the Bradys. Bunny remembers, “We both attended Mitchell Vo Tech at the same time. My cousin was Scott's roommate and a girl in his high school class was my roommate. It was pretty likely that we would

meet.” Married for 41 years, Scott seems more than happy with the results. “She's a great mother, a good cook, and we've always had a lot of fun together.”

Bunny tells of her growing-up years. “My dad died before I was born so I was raised by my mother. I have an older sister and a younger brother. We grew up on a farm near Montrose where I graduated high school. I took a secretarial/stenographer course at Mitchell Vo Tech for a year then went to work for the Montrose Veterinary Clinic as a secretary. I worked there for about 5 years. When we started having kids, I did day care in my home for a few years.”

Scott's background is similar in some ways as he's from a small town and also has 2 siblings. “I grew up in Wakonda with my brothers Dan and Kevin. We helped our parents run the gas station, Eastside Service, in Wakonda. After graduation, I went to Mitchell Vo Tech and took Auto Mechanics.” Scott's aptitude for mechanics launched him on a life-time career, first at McCormick Motor in Salem, then Sioux Falls Ford, and presently at Billions where he's been the last 15 years.

An ambitious couple, the Bradys undertook another enterprise several years ago. Bonnie relates, “We owned and ran a cafe in Montrose, the Irish Pub, for about 8 years. I opened, cooked, waitressed, and did the book work. Scott would come in to help when he got home from work. We were open from 6 a.m. until 10 p.m. seven days a week, closing a little earlier on Sunday.” Scott continues, “It got so that we just didn't have enough time for family.”

Like most of us, the Bradys like to spend time with family, especially the grandchildren. “Our son, Troy and his wife live in Montrose. They have 5 kids, one girl and four boys. The youngest two are twins. Our son Derek and Jen live in S.F. with a son and a daughter. Our youngest, Molly, lives in Parker, CO with her husband and their 3-year old daughter, Claire.”

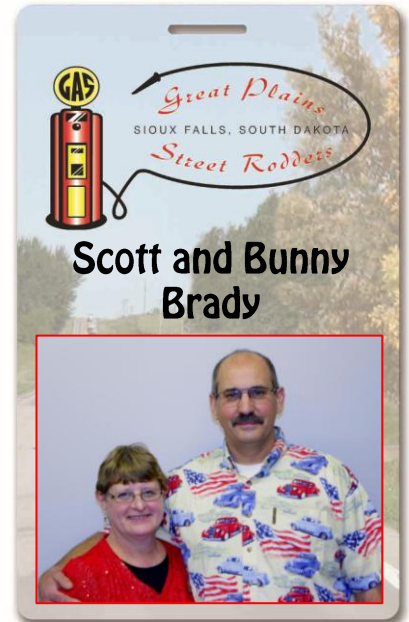
A leaning toward the medical field is apparent for several members of the Brady family. “Our son, Derek and his wife met in Iraq when they were in the military. They were both medics. When Derek returned, he got a job in the V.A. Hospital in S.F. as a lab technician. Both he and his wife work there. Now Derek is a histotechnician and performs autopsies.” Bunny adds, “Molly works in the V.A. Hospital in Denver as an R.N. in the operating room.”

For interests other than street-rodding, the Bradys enjoy going to movies. For many years, Scott has bowled on leagues and has been known to bowl 300 a time or two. In addition, the man of the house likes to cook. “My favorite is meatballs.” Eating must be good in the Brady household as Bunny also likes to cook. “I like to bake, go rummaging and antiques, and I collect bells.”

When asked if they had faced any extraordinary challenges along the way, Bunny responds, “Our son, Derek, was shot in the chest when he was 12 by his friend who didn't realize the 22 was still loaded. It went out through his shoulder blades, nicking the tip of his lungs.” Luckily, Derek recovered with few lasting effects and became a very good athlete. Bunny continues, “That was a really challenging year as Scott was serving as mayor and we had a flood, all at the same time.” Scott adds, “And there are challenges, now, with my brother, Dan, who's been battling cancer and lost his arm in a work accident.”



Maybe it was fate or destiny or just good karma but we're glad that it turned out that way.



Through it all, the Bradys are still kickin'. A highlight for them was a trip for their 40th wedding anniversary last April. “We went to Cancun with Derek and Molly and a few of our friends. I love the ocean,” Bunny adds, “Corpus Christi on the Gulf of Mexico. It was all a lot of fun.”

“We enjoy the car club stuff and look forward to the Watertown run. That's probably our favorite.”

Bunny says she would like to see Hawaii someday but the easy-going Scott seems happy with the status quo. “If we want to do something, we usually just do it.”

Over 40 years ago Scott and Bunny met and married. They raised a family. They acquired street rods and joined the club.

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

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

Mar. 22 – HyVee Market Grill – (49th/Louise Ave.)

4101 S. Louise Avenue, SF

Mar. 29 – Crack'd Pot

1430 N. Minnesota Avenue, SF,

Apr. 5 – Monarch Steak House

47409 – 258th Street, Renner

Apr. 12 – Hartford Steak Co. Tavern

709 N. Mundt Avenue, Hartford

Apr. 19 – VFW

3601 S. Minnesota Avenue, SF

Apr. 26 – Shenanigan's Pub (26th & Ellis Rd.)

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

March 24 – Chili Social

SVE Bldg, 108 N. Heritage Rd. Brandon, SD
Snacks, Social and Slideshow starts at 5:00
Chili or Wild Rice Soup Dinner at 6:30 p.m
Hosts: Ron and Karen Roe (605) 332-4543,
Terry and Nancy Jellis and many other GPSR
hands making light work. FREE EVENT

Coming Soon, Special Events...

April 22 – Nick's Burger Run, Brookings 12:30 Meet up at the Flying J Truck Stop

April 29 – Ladies Spring Brunch, Metro Station 10 a.m. Breakfast to share and a "white elephant gift"

May 20 – Trail Ridge Senior Living, Show-n-Shine, 11-2, food and entertainment

May 27 – Legion Post, Show-n-Shine

2017 Summer Cruise Season Begins

May 3 – Harris Burgers

106 E. Willow St. Harrisburg, Regular menu items

May 10 – To Be Determined.

May 17 – Sonic / Northern Tool (tentative)

3910 West 34th Street, Sioux Falls

May 24 – Lower Sherman Park – Potluck (tentative)

805 S Kiwanis Ave, Sioux Falls, SD

May 31 – J&L Harley Davidson

2601 West 60th Street, Sioux Falls, SD

June 7 – Terry Koch Race Shop

26846 469th Ave, Sioux Falls, SD

The Meet-n-Eat Committee: Cory Enderson, Sandy Gunderson, Ron Friedbauer, and Bruce and Suzie Aldrich.

