



Cruisin' News

June, 2008

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Answering Their Questions

By Clay Seachris

President's message

At shows and cruises the questions we receive from people enjoying our cars vary as much as the viewer's personalities. With the various eras of cars I've owned, some of the types of questions change, but a curiosity always revolves around how much of the work did I do myself and how long did it take to complete. I suppose every car lover who has a dream wonders if or how they may be able to someday own that dream-car.

Most of us have done some kind of car owner "sweat equity." Others have built or restored cars from the ground up. So we all know the time, patience and money involved in making our car dreams a reality. Sharing our experience and knowledge is great for building our hobby. The time, patience and money involved in this hobby are attainable by many if they understand how to accomplish being a hotrod owner.

My last ground-up build took three years and when I give that as an answer many are astonished at the extended time involved. When my six year old nephew stopped by he always asked, "when are you ever going to finish this thing?" Three years in my mind was not long at all to build a car for one person with help in certain areas. The build time involved is a distant memory now. There are many project cars that take much longer with individuals budgeting time and money to finish a car. If the passion is there, being a street rodder can be a reality.

The Siouxland Car Council grill-out at Falls Park was fun and the food was great. Our members attended in force and helped make the event a great evening. Some of our members helping were Fred and Nancy bringing the grill and some of the food. Shanda brought another portion of the food and Don ran for ice at the last minute. We also had lots of cooks, including Bones grilling brats and burgers so Glenn could bring down the meat, or the "entrée," as I was corrected to say. I thank Judy also for making change and working with me on the food line taking donations.

Executive Touch was a rainy evening, but still had a great turn-out. Terry, Virg and the rest of the personnel from Subaru and Executive Touch did such a wonderful job making us feel welcome. Club members cleaned house on the raffle with a number winning \$50 in gas cards. Don't worry if you did not win anything this time. We are all invited back there again later this summer.

June looks to be a very busy month. There are many upcoming weekend shows scheduled on the same dates, so I wish everyone the best and I look forward to hearing about your fun times at all the various events.

The car council website www.siouxlandcouncil.info is being updated daily as car events are announced. Continue to check www.greatplainsstreetrodders.com to see an archive of newsletters, feature cars and pictures from our exploits.



You've Got To Keep Both Hands On This One

Gary Bockorny's 1923 T-bucket is a kit car with a lot of get-up-and-go.

Gary bought the car from a man in Chicago who became frustrated with it when he tried to build it. Gary got it on the road about 5 years ago, and has been tweaking it ever since.

"I brought it back and tore the whole thing apart," Gary related.

The Chevy 327 that came with it was basically stock other than a .030 bore-over. But Gary wanted more power, so he added a blower, a steel crank and blower pistons he found on ebay. After having it machined, Dale Furby helped him put the motor together. He ended up with about 700 horsepower to carry his 1800-pound car down the road.

"It'll do 0-100 in a block if it hooks up," Gary said.

But he said he knows he has to be careful with that power, as the fiberglass car would not hold up well if he got in a wreck.

"Actually, the only thing that holds that fiberglass body on is four bolts on each corner," he noted.

And the rear end tries to push out to the right when he gets on it too hard.

"I'm sure it'll come around on you if you don't know when to quit," Gary said. "I don't do anything silly on the street with that blower on it."

"It's a quick car. It'll jump out from under you," he added.

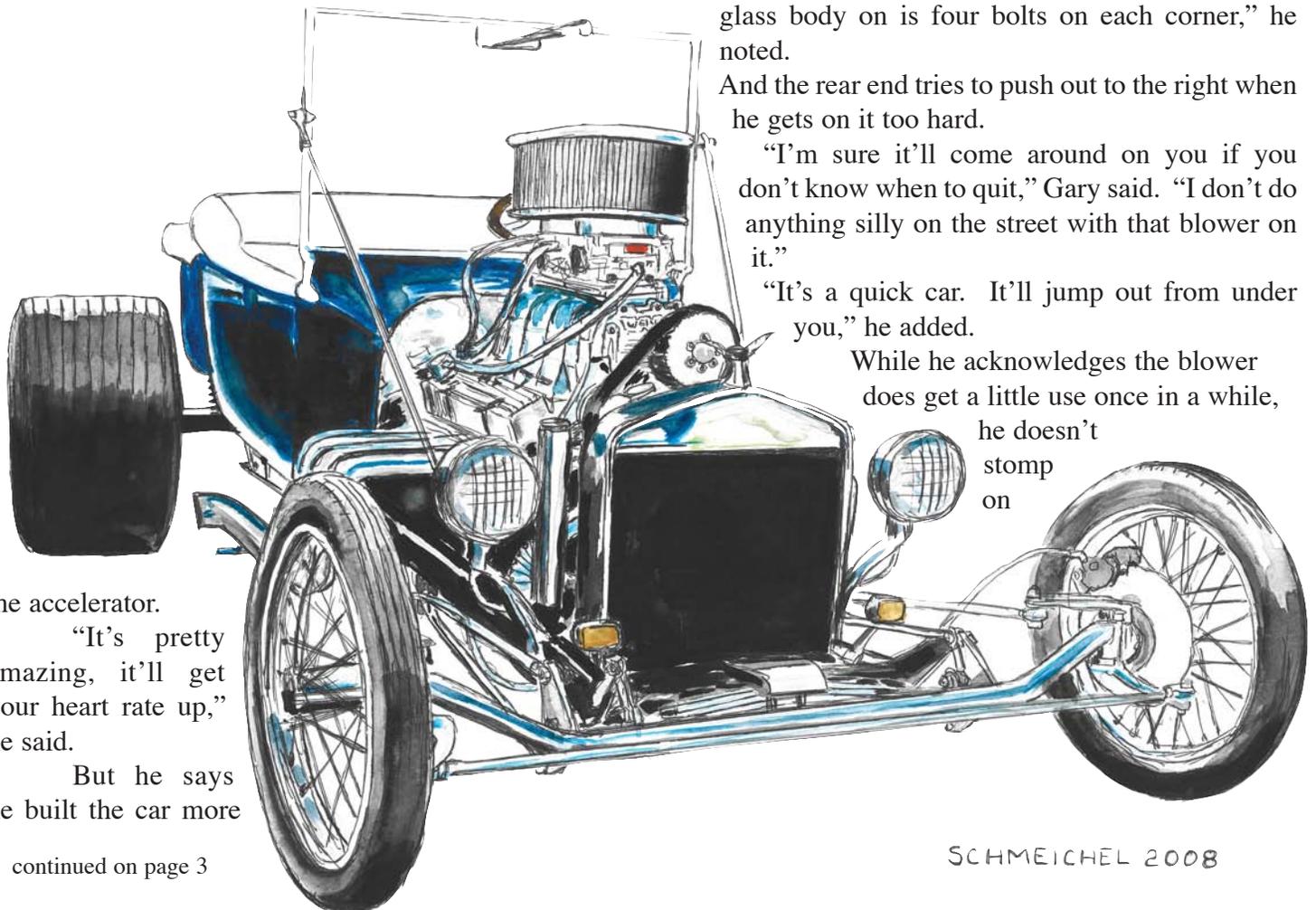
While he acknowledges the blower does get a little use once in a while, he doesn't stomp on

the accelerator.

"It's pretty amazing, it'll get your heart rate up," he said.

But he says he built the car more

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for the looks than to run fast. He's never raced it, he said.

Gary named the dark blue roadster "Blue Thunder," in honor of a racer from the 1970s. During that time Jimmy Matthews of Mitchell drove a race car in a modified class that has since been taken over by the sprint car class, and Matthews called his car Blue Thunder. Gary liked to see Blue Thunder race, and talked to Matthews on occasion until Matthews was killed in an accident at the Lyons Fairgrounds in Sioux Falls.

While the car is as fast as most any race car, it does have its disadvantages. He noted he has to be careful keeping the narrow front wheels from any bad bumps. And he can feel most imperfections in the road.

"It's not a Cadillac. It's got a short wheelbase, and you feel every rib in the road," Gary said. But he added, "It's not uncomfortable."

But then, there probably aren't very many Cadillacs that could keep up with him down the road



What's Wrong With This Picture?

A lot of people were scratching their heads upon seeing Jules Haper's latest project at the June 11 cruise held at Terry Koch's shop June 11.

The 1923 Dodge hotrod was powered by a 1966 Buick V-6, but upon closer examination, there were no bolts holding the valve covers down, and one of the valve covers had a gaping hole where the oil filler cap should be. What kept the valve covers on?

"Gravity," was Jules' answer.

Some people had to touch the valve covers and wiggle them, to see if they'd fall off, but gravity had a pretty good hold on them.

And wasn't he worried about rain and dirt getting in the hole?

As it turns out, the chrome valve covers were sitting snugly on top of an additional pair of valve covers. It turns out the car has a 1966 Buick V-6 motor, and the chrome valve covers Jules bought fit Buick V-6 motors of 1977 vintage and newer, but did not fit his engine. They did, however, fit over top the stock valve covers on his 1966 engine, and made for quite an interesting conversation piece.



60's Factory Cars Challenge the Popularity of Hot Rods

By Clay Seachris

The decade of the 1960s was a strange period for hot rods and custom cars as both would witness a change in popularity. Many factors created the right climate for nearly ending customizing and hot rodding, and much of it had to do with what was going on with auto manufacturers competing for product sales.

Production cars were becoming more stylized, with thinner roofs, shorter body sections, and more sculpturing than anything that had been available through most of the 1950s. With slim, tall fins; lots of glass; and tighter body sections, they took on a look that was a natural progression of American automobile design. The look was hard to match by custom cars based on 1940s and early '50s cars.

Even the radical customizing trick of body sectioning -- mostly seen on 1949-51 Fords because of their slab sides -- couldn't change the heavily crowned fenders, tops, and body sections that looked old compared with the latest from Detroit.

As production cars became more modern in appearance, they were also developing a wallop under the hood. The auto manufacturers were fighting it out in NASCAR and drag racing, and they met the challenge with increasing cubic inches and engine configurations that were previously available only through speed shops. With the dawn of the muscle car era, you could drive off the showroom floor and take on anything, including the average homebuilt hot rod.

Besides muscle cars, Detroit began offering "personal luxury" cars

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-- personified by the Buick Riviera, Pontiac Grand Prix and Ford Thunderbird -- that also grabbed attention from hot rods and especially custom cars.

In addition, numerous new-car options became available that were unheard of just a few years previous: swing-away steering wheels, disc brakes and eight-track tape players among them. These items seemed futuristic from a 1950s perspective, but they were widely available on new cars in the '60s.

Locally, these manufacture-built speed machines had warranties and many brand new cars began showing up at Marion's Thunder Valley Dragstrip. These cars raced at the strip on the weekend and dealership mechanics replaced parts under warranty during the week.

At national tracks, drag racing was becoming more sophisticated, and therefore more expensive. The era of the dual-purpose hot rod that served as both daily transportation and a race car was over.

To stay competitive at the dragstrip, many hot rods were modified to the point that they could no longer be driven on the street. This was especially true in the Gasser classes, which originally came about for hot rodders who couldn't afford the more expensive race-car-only classes that required racing fuel and supercharging or fuel injection. But this wasn't the only turning point for hot rods in drag racing.

In 1965, the American automakers changed drag racing, as well as the perception of their products by young fans, in a big way. In the Modified Stock category, the factories battled it out a quarter-mile at a time. In the interest of speed and better weight distribution, they altered

the wheelbases of their factory entries, supercharged the engines, and modified or sometimes completely eliminated stock frames and suspensions.

This ultimately produced the Funny Car, which took the limelight away from the older cars running in the popular Gasser and Fuel Altered classes. Soon after the introduction of the Funny Car, the Gasser classes started allowing late-model bodies. Many of the more popular Willys, Austins and English Fords were switched over to sleeker and more Funny Car-like Ford Mustangs, Chevy Camaros and Plymouth Barracudas. It was another sign that the old was fading.

Custom cars and hot rods were, in part, a reaction to the bland fare coming from Detroit in the 1940s and early '50s. But by the '60s, U.S. automakers were creating machines that matched or exceeded custom cars in terms of looks and hot rods in performance. And while it was once a problem for a younger person to afford expensive equipment, young men of the '60s had easier access to credit and could therefore buy new cars.

For those with gasoline running through their veins, other automotive interests emerged that pried them from the seats of their rods and custom cars. Volkswagens and their offshoots, dune buggies, became popular beginning in the mid 1960s.

Hot Rod and other enthusiast magazines ran ads selling fiberglass kits and how-to articles to go along with them. Some have likened the air-cooled VW engine to Ford's flat-head because of its simplicity and the proliferation of aftermarket parts that became available.

Today we have a combined mix of all these cars at local cruises and car shows, including the latest

generation of hot rodding tuners showing off the modern hot rods.



June Birthdays

Ruby Johnson	12
Grace Lee	13
Jason Jellis	13
Brad Goebel	16
Larry Golden	19
Dale Bruining	20
Mike Paulson	20
Mary Ramstad	21
Denny Heidebrink	22

June Anniversaries

Brian & Grace Lee	4
Mike & Lori Paulson	4
Ron & Lynn Hammerschmidt	10
Clay & Susan Seachris	10
Gary & Audrey Jorgenson	11
Larry & Kris Golden	12
Jeff & Jean Knowlton	13
Dale & Pat Bruining	19

July Birthdays

Pat Bruining	3
Karen Roe	3
Eric Anderson	8
Jan Malcomb	10

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Doug Krouse	11
Karen Walker	12
Nancy Snyder	15
Betty Jones	17
Roger VanNoort	20
“Bones” Hanson	21
Kirk Lee	23
Terry Peterson	25
Jason Schlechter	26
Barb Buchanan	29
Gary Bockorny	30
Art Slumskie	31

July Anniversaries

Jim & Julie Hansen	2
Terry & Nancy Jellis	10
Roger & Diane Corkill	11
Tom & Joyce Olsen	19
Rick & Chris Johnson	28
Dale & Pat Kiebach	29
Art & Julie Slumskie	31

Upcoming Cruises & Events

June 18 – Automania in Sioux Falls
 June 20-22 – Back to the 50s in St. Paul, MN

June 21 – Marion Car Show
 June 21 – Mighty Mo Car Show at Harry K’s in Oacoma
 June 25 -- Cruise to Handy-Man, 910 E. 10th St., Sioux Falls
 June 27-29 – Quarry Days in Del Rapids
 June 29 – Blast From The Past in Del Rapids
 July 2 -- Cruise to Premier Motor Cars, 2220 W 5th St., Sioux Falls
 July 4-6 – Good Guys Car Show in Des Moines, IA
 July 8-12 – POCI Nationals in Spearfish
 July 9 -- Great Plains St. Rodders Poker Run, meet at Dareo’s 2920 S. Minnesota Ave., Sioux Falls
 July 11-13 – Black Hills Rod Run at Hill City, SD
 July 12-13 – River City Racin’ Show and Shine at Cedar Shore in Oacoma
 July 16 -- Marty’s Upholstery, Dell Rapids
 July 19 – Cruise for Deanna Ludwig in Canton
 July 20 – Cruisde to the Farm 3-7 p.m. at Edgerton, MN

July 20 – Klassic Kruisers Car Show in Lake Preston
 July 23 -- Cruise to VA, 2501 W 22nd St., Sioux Falls
 July 26-27 – Canton Area Cruise Nite and Car Show
 July 27-28 – Impact in the Park Car Show at Humboldt
 July 30 -- Cruise to Sherman Park, hosted by Empire Pontiac Chapter
 Aug. 2-3 – All GM Car Show in Sioux Falls
 August 6 -- Cruise to Citi Car Show, 701 E. 60St N., Sioux Falls
 Aug. 8-10 – Old Iron Co. Rod Run in Spencer
 Aug. 10 – Madison Car Show
 August 15 -- Cruise to Bethany Meadows, 3008 E. Aspen Blvd, Brandon
 Aug. 15-17 – Yankton River Boat Days
 Aug. 17 – Arlington Car Show
 August 20 -- Cook Out Wall Lake, hosted by the Sioux Empire Ford Club
 Aug. 21-24 – Kool Deadwood Nights
 August 27 -- Cruise to Executive Touch /Subaru, 1011 S. Minnesota Ave., Sioux Falls
 Aug. 29-31 – Good Guys Car Show in Kansas City
 Sept. 3 -- Cruise to Ice Cream Social at Children’s Home Society, 801 N. Sycamore Ave. Sioux Falls
 Sept. 5-7 – 29th Annual Vintiques Rod Run in Watertown
 Sept. 18 – Cars Thru The Generations at Sioux Falls
 Sept. 26-28 – Outkasts Car Club show in Mitchell



Classified ads

FOR SALE -- 2001 Dodge Ram 1500 Sport 5.2 Liter 4X4 This is a real nice white Dodge Ram 1500 Sport 4X4 with a lot of cool stuff. It has twin Magnaflow mufflers, Pioneer CD player with Comp 12's and Fosgate amp, remote start, viper lock/alarm system, alloy wheels, 112,464 miles. \$11,800, Contact Clay's niece Miranda at pernell555@msn.com or 929-6066.

FOR SALE -- NOS 1966 Chevelle rear bumper, still in GM's factory rubberized wrap. I've seen them listed on E-Bay in the \$450-\$500 range. The first \$375.00 cash will own it. Call Jerry at 368-2418 for more details.

FOR SALE – 1959 Chevy promo model, 1/25 scale, black and white two-tone, plastic, chassis and roof are slightly warped. \$10 or best offer. Call Brian Lee at 498-0178 or email bg4given@gmail.com

FOR SALE – 1984 454 c.i. engine with 400 transmission, engine rebuilt 2,000 miles ago. Can hear it run. \$2,500. Call Red Duerksen at 772-4850.

FOR SALE – 1952 Packard parts, including a grill, trim pieces, windows and more. Call Gary Ebright at 339-4571.

WANTED – Classified ads for the Great Plains Streetrodders newsletter. If you are a member of the club, it'll cost you nothing. But it can help you sell something, or find something. The very first time that classified ads were included in the newsletter, they worked. Brian Lee sold a Johnny Lightening diecast



car. To place your ad, call Brian at 498-0178 or email him at bg4given@gmail.com

Submissions For The Newsletter

If you have anything to submit for the Great Plains Streetrodders newsletter, the deadline is the second Wednesday of each month. Anything will be considered for addition to the newsletter.

To submit something, contact Brian Lee at 605-498-0178, email bg4given@gmail.com or look for him around his 1961 Ford Thunderbird or 1951 Chevy sedan delivery.

Passing The Test, Or Not

During a visit to the mental asylum, a visitor asked the director what the criterion was which defined whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug. Do you want a bed near the window?"

