



Cruisin' News

May, 2008

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Friendships Prevailed When Good Weather Did Not

The Great Plains Street Rodders made the most of the cool spring weather. We continued meeting and driving our streetrods and specialty cars when possible. Members always remember cool cars are our common interest, but the friendships and fun we have together is the strength of the Great Plains Street Rodders. So keep in mind that we enjoy seeing everyone even if you have to leave your street machine at home due to stormy or extremely hot weather.

A recent cruise and potluck at the Sioux Valley Energy Building in Brandon was a nice night to get out and drive. It's always enjoyable to cruise with other eye-catching rides and share the streets together. Potlucks are always nice with the wide variety of food. I always eat too much, but eating is one of our unwritten mottos.

A number of members attended and helped inspect autos during the recent spring NSRA Inspection day in Renner. The NSRA Vehicle Safety Inspection Program is completely voluntary, and includes 23 different items ranging from the lighting system to suspension, and the sole purpose of the safety inspection is to advise the vehicle owner of problem areas. There was more than one hotrod that needed bolts replaced or just tightened. Approximately 25 streetrods, customs and musclecars went up on the lift for review and received their annual National Street Rod Association Safety decal.

Despite limited parking, the gathering at Lonestar Steakhouse was a perfect evening for getting out and cruising. Some previously unseen cars showed up and all the guys love it when there is a new car to check out. The location along 41st Street made a great spot for visitors to pull in and get a closer look. Many others just hung out the window and shouted their enthusiasm as they drove by. Good food, friends, cars and weather made for a great evening.

While writing this message, I have the lyrics "Twistin' the Night Away" repeating in my head. Something left over from the "Rockin' 50's Party" at the El Riad Shrine. Members recommended that everyone try to attend the party again this year to hear the best oldies band around. Something New did not disappoint and the dance floor was full of Great Plains Street Rodders swaying to the slow songs and keeping time with the old-time rock-n-roll. Fun events like that always make Susan and I so grateful to be part of such a fun group of people. It's reminiscent of a high school dance when a person can attend such a large function and be surrounded by so many friends.

Remember to invite your friends to the Wednesday evening events. The council has enough schedules and I have plenty of Great Plains Street Rodder cards, so hand them out and we'll give you more. I talk to car enthusiasts all the time that are self-conscious to attend our gatherings for fear their car is not nice enough. Many of the cars that get the most attention are those imperfect machines. I remember being coaxed into cruising in my '46 Chevy in bare metal. Even unrestored cars that owners feel shy to share have significant personalities that car enthusiasts enjoy. We all look to see the personal touches that give each specialty ride its own personality.

Keep checking www.greatplainsstreetrodders.com and Betty's club photo albums for new pictures of our escapades. Also refer to www.siouxlandcouncil.info for all the summer cruising show schedules and additional event photos.

Is It Fast Enough For Him yet?

It was a 1967 Cobra replica with a 460 cubic inch big block, but it wasn't fast enough for Terry Koch.

Terry bought the car about three years ago from fellow club member Rich Barnes who had built it. Terry was intending to build his own and had just sold his business when Rich was offering this Cobra for sale. Since he had the money in hand, he bought Rich's Cobra and saved himself from having to wait until he finished a kit before enjoying driving it.

But already having a 750-horsepower drag race car that gets down the quarter mile in short order, Terry decided he needed more horsepower in his street car, too. So, he pulled the 460 out of the 2500-pound car and installed a bored and stroked 500 cubic inch mill that showed 675 horsepower and 700 foot-pounds of torque on the dyno. Terry sold the 460 to Jim Christensen who installed it in his 1957 Ford Ranch Wagon.

"I actually put some bigger tires, stickier tires on it, but before I did, I could break the rear tires loose in high gear at 50 MPH," Terry said.

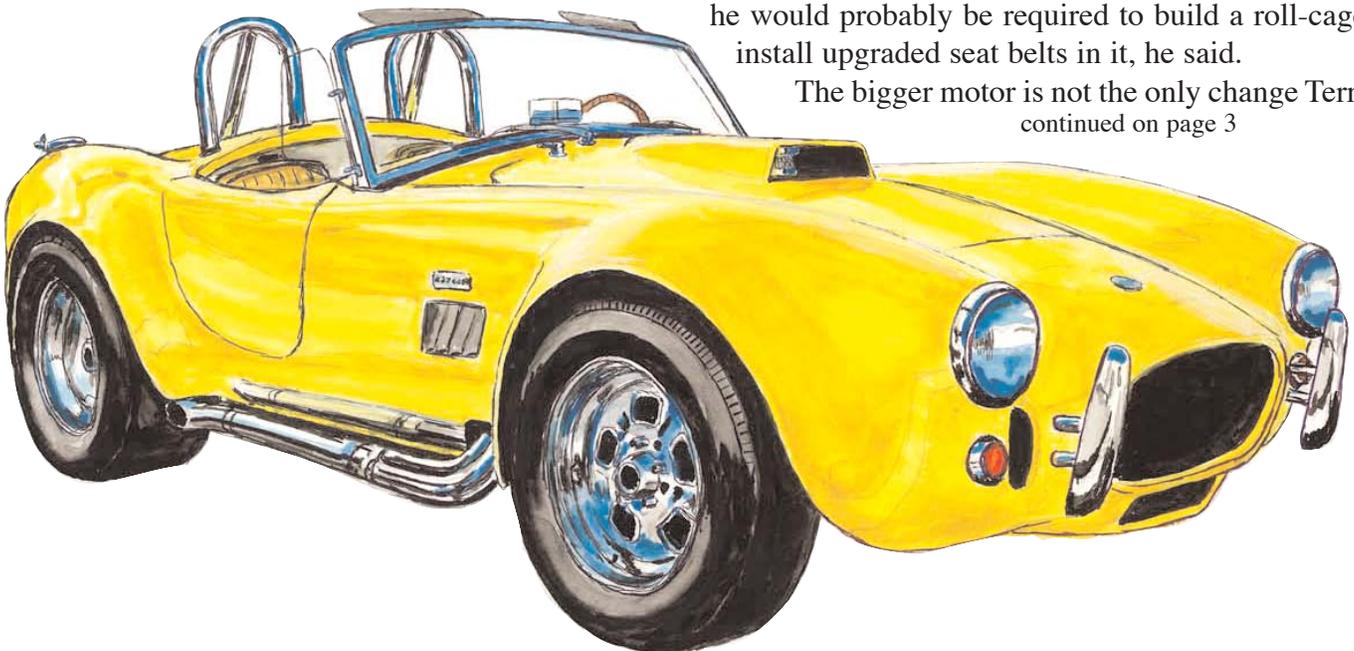
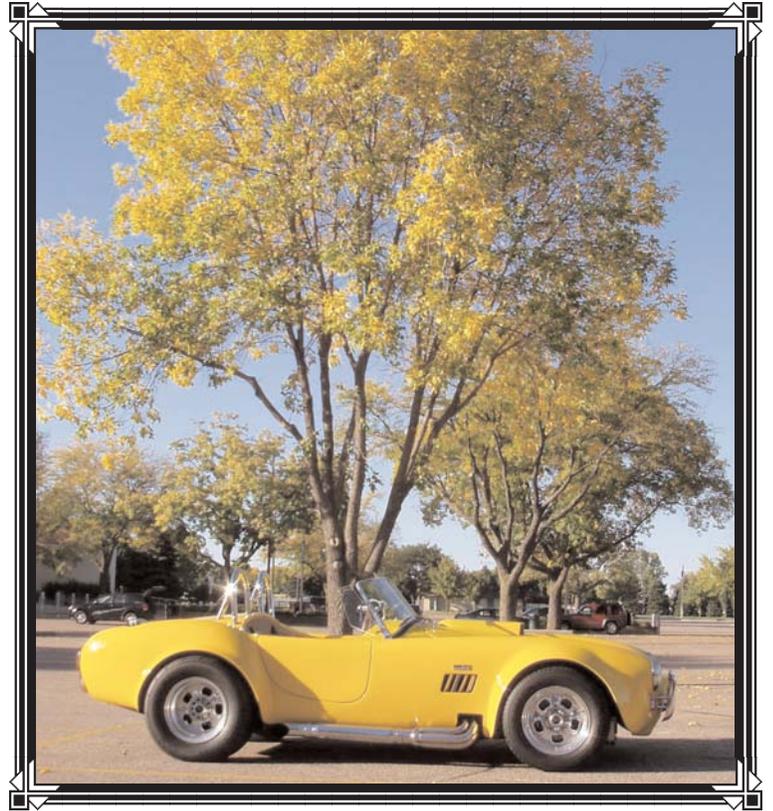
However, he said he has never been stopped by the police, as he keeps the reins tight on all those horses. But his son-in-law did get pulled over once while driving it, he noted.

"It's got so much power per pound with a short wheel base, it certainly demands your respect," Terry said.

He has never raced it, since he already has a drag racer, but he estimates it would probably do a quarter mile in the mid-tens, maybe quicker. He's had the drag racer for 20 years and gets all of the racing fun he needs from it.

The Cobra is fast enough, that if he did decide to start racing it, he would probably be required to build a roll-cage and install upgraded seat belts in it, he said.

The bigger motor is not the only change Terry has
continued on page 3



made. The Viper-yellow car had black side pipes and roll bar when he got it, and he had those chromed.

Terry also owns a 1965 Mustang and a 1967 Fairlane convertible, but seldom drives them because the Cobra is so much more fun. It's going to take a couple more very big motors before he starts putting miles on either of those cars. But he is thinking about how many horses he could stuff under the hood of the Mustang.

Billets Change the Look of Hot Rods in the 1980s

By Clay Seachris

It had always been fairly costly to build a hot rod or custom car, but car enthusiasts had always been able to scrimp and save enough to get their projects done. Beginning in the 1980s, though, more money was flying around than ever before. Those dollars ramped up the level of build quality, components availability and professional building services. Nearly every aspect of the hot rod and custom car scene benefited.

There are several possible reasons for the change. Many of the guys who couldn't have a cool car in high school were now older and had the money to build that car -- only better. For the first time, there were shops and aftermarket businesses all over the country that could build great cars and excellent components for those cars.

Friendly competition played a part, too. Many wanted to prove "I can build one better than yours." Whatever the reason, it was definitely a new era for hot rods and a renaissance for the '50s custom car.

The new design trend in hot rodding could be summarized in one

word: billet. Though it was a decidedly 1980s phenomenon, it had its roots in the '70s. In 1976, Funny Car builder John Buttera built a Model A roadster based on ideas submitted by designer Harry Bradley. It was new and contemporary, and it differed greatly from the way hot rods had been built. The main difference was Buttera's use of machined billet aluminum for some of the suspension components, as well as the windshield posts, rearview and side mirrors, and gauge cluster.

Dan Woods had dabbled with machined aluminum in the early '70s with ball-end milled firewalls for T-buckets and Buttera had even made some machined aluminum parts for his own '26 T a couple of years earlier. But this was the first time that new machined aluminum components, including exterior parts, were used extensively on a hot rod.

John's friend Boyd Coddington took careful notice. Boyd was a machinist at Disneyland in the 1970s who had built some outstanding hot rods in his garage. In '79, he built a small shop behind his house and went into the business of building cars full time. Boyd and John teamed up to create a couple of billet parts for the 1932 Ford Vicky Boyd was finishing. The Vicky was really a resto-rod with a billet instrument panel. But the next car out of Boyd's shop, Vern Luce's '33 Ford coupe, helped define the new era of billet "smoothie" cars. Smoothie referred to the elimination of all the "barbs" associated with older cars, items such as hinges, door handles, windshield frames, body seams and in some cases, overlapping body panels (like the doors on a Model A).

Though Buttera's Model A roadster hinted at it, the Luce coupe really cemented the look for the



high-tech hot rod of the 1980s. The design was a refined amalgamation of Jim Ewing's fenderless orange '34 Ford coupe and Jake Jacobs' '34 high-boy coupe.

The Luce coupe came at a time when the landscape was ripe for a new trend, making it extremely influential. Many future rods would follow its design cues.

From there, the billet fad took off, and billet parts are still incorporated into new hot rods today. The difference is that today numerous manufacturers create billet parts that can be purchased with a phone call and a credit card. Billet turned into probably the biggest thing in hotrodding since the tire. And it has even transcended hot rods to become prevalent on custom motorcycles, especially Harley-Davidsons.

Again with the help of John Buttera, Boyd Coddington came up with a three-piece billet wheel that would start the aftermarket billet-wheel trend. The first billet wheels appeared on a roadster version of the Luce coupe built for Jamie Musselman. That car received a great amount of magazine coverage, and won the first of many America's Most Beautiful Roadster honors at the Grand National Roadster Show for Boyd Coddington.

A form of this type of wheel had previously been manufactured by Center Line Wheel Corporation, but those wheels utilized cast or stamped centers. The billet center allowed Boyd to program a mill to cut an infi-

nite number of different designs. Boyd turned his wheels into a whole separate company.

Interiors got the modern treatment too, with gauge clusters made of billet, integrated instead of screw-on armrests, and elegant designs for the door panels and seats. No tuck and roll could be found in these contemporary "smoothies."

The interiors were following the latest styles from Detroit, with instrument panels and window frames painted low gloss colors to match the interior. Interiors were now integrated, instead of making the separate pieces stand out with color or chrome.

Under the skin, electronic fuel injection was finding its way into many hot rods, as were four-speed automatic overdrive transmissions and elaborate, custom-fabricated independent suspensions. Engine blocks were now ground smooth before being shot with paint to make them as shiny and smooth as the outside of the car. Valve covers, air cleaners, spark plug wiring looms -- virtually everything in the engine compartment was available in billet.

Billet was "in."

Buffalo Days is Coming Up

There will be a cruise-in and an old car auction among the three days of activities in this year's Buffalo Days at Luverne, MN.

The Luverne Area Chamber of Commerce is sponsoring the Cruise-in, which will be held 6:30-10 p.m. Friday, June 6, along Main Street in downtown Luverne. They are inviting street rods, antique cars, classic cars, muscle cars, old trucks, motorcycles or anything considered collectible that is on wheels to participate. Music will be provided by Goebie's Goldies, and refreshments and

food will be available, including a beer garden.

On Saturday, June 7, events will include a parade down Main Street at 10 a.m. and a classic car auction and swap meet at 11 a.m. at the Verne Drive-in. The gates will open at 7:30 a.m. for the swap meet vendors. Vanderbrink Auctions is doing the classic car auction and hopes to have up to 150 old cars and trucks go across the block.

Other events planned for Buffalo Days include an art show, karate demonstration, magic and comedy show, buffalo chip throwing contest and a bull riding event on June 7. On June 8 there will be an open house at Blue Mounds State Park with free buffalo burgers offered.

For more information, contact the Luverne Chamber of Commerce at 507-283-4061.

May Birthdays

Donna Gorwill
Cheryl VanNoort
Ron Heemstra
Gerry Phillips
Audrey Jorgenson
Virgene Schrader
Candi Hanson

May Anniversaries

Brad & Darla Goebel
Dale & Sandy Heither
Dave & Sandy Elefson
Mike & Sheila Miller
Ken & Barb Buchanan

June Birthdays

Dennis Eliason
Tommy Little

Ruby Johnson
Grace Lee
Brad Goebel

Dale Bruining
Mike Paulson
Mary Ramstad
Denny Heidebrink

June Anniversaries

Brian & Grace Lee
Mike & Lori Paulson
Ron & Lynn Hammerschmidt
Clay & Susan Seachris
Gary & Audrey Jorgenson
Jeff & Jean Knowlton
Dale & Pat Bruining



During a Long Sermon

Two little old ladies were attending a rather long church service together.

One leaned over and said, "My butt is going to sleep."

"I know," replied her friend. "I heard it snore three times."



Try Your Hand At This

Take your old car out for a cruise and see what kind of poker hand you can draw while crossing the state line.

The 2008 Annual Charity Poker Run will be held Friday, June 13. Registration is 6-7 p.m. at the Brandon, SD, True Value Hardware store on Splitrock Blvd. In Brandon. Participants will then cruise to various locations to draw playing cards in hopes of getting a good poker hand. They will end up on Main Street in Hills, MN.

In addition, upon arrival at Hills, brats and burgers will be available to feed the hungry.

For more information, contact Derrick Flier at 605-413-7061, Gary Bowman at 507-962-3749 or Mark DeBoer at 507-962-3396/507-962-3256.

Upcoming Cruises & Events

April 19 – El Riad Shrine Beatles Tribute
April 23 – cruise to Dareo's on Minnesota Ave.
April 30 -- Cruise to Sioux Valley Energy, N. Heritage Rd. Brandon, SD
May 7 -- Cruise to Lone Star Steakhouse, 41st St., Sioux Falls
May 10 – El Riad Shrine Rockin' 50s Party
May 14 -- Cruise to Pizza Ranch, 41st St., Sioux Falls
May 21 – ABS Show and Shine, 4710 N. Westport Ave, Sioux Falls
May 28 -- Cruise to Falls Park For Council Grill Out
June 1 – Cruise from Lake Preston (3 p.m.) to Carthage to visit Straw Museum & eat at Cabaret
June 4 – Executive Touch cruise, 1011 S. Minnesota Ave., Sioux Falls

June 6-8 -- Luverne's Buffalo Days Cruise Nite and car show.
June 8 – Sioux Empire Ford Car Show
June 11 -- Cruise to Terry Koch Race Shop, 26846 469 Ave, Sioux Falls
June 13 – Hills Poker Run, starting in Brandon, SD
June 14 – Teapot Days car show
June 14 – Worthington, MN classic car show
June 14 – Thunder Valley Dragway Show & Go in Marion
June 14-15 – Brookings Car Festival
June 15 – Wheelz in Brandon
June 15 – Cars in the Park show in Mitchell
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 -- Cruise to Sherman Park, 805 S Kiwanis, for potluck supper
July 19 – cruise for Deanna Ludwig in Canton

July 20 – Cruise to the Farm 3-7 p.m. at Edgerton, MN
July 20 – Klassic Cruisers 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. 60th St 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, allow 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 GMs 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.

Thanks Offered

We would like to thank everyone that came to help us celebrate our 50th anniversary, and also for all the nice cards we received. It was great. Thanks again.

Dean and Joyce Gough

