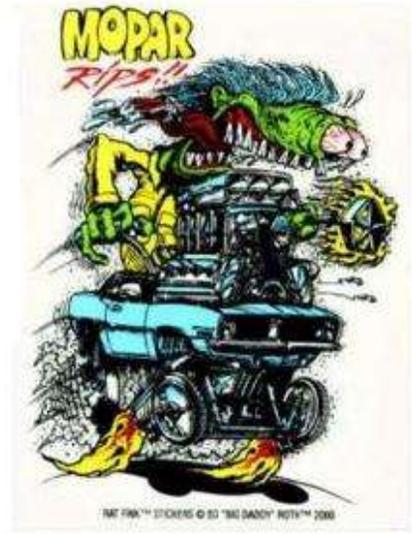




THE "RUMBLER" MAGAZINE



DECEMBER 2010

VOLUME 2010.12

WHAT'S IN THE RUMBLER MAGAZINE THIS MONTH?

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enjoyed seeing everyone at the holiday party December 7. I went home with an extra spatula in the brownie pan for whoever is short one give me a call.

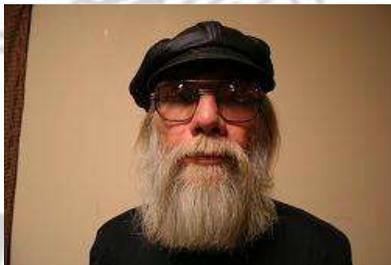
I appreciated the names showing up on the COMMITTEE SHEETS but forgot to include a sheet for SIGN LOCATION to haul the show promotion signs around town. They are out now but a couple more will need to go out the weekend of the car show and all will need to be collected and returned to the storage area till June.

I also neglected to congratulate the new Director Jim Kantrud and past President Bob Lulay on their new positions.

We need to get busy locating vehicles for the WINTER WHEELS SHOW. Remember this isn't just a car show!! Anything with wheels!! Let's try to find the projects that are out there and UNUSUAL. I know there are some. Also if someone would like to CHAIR a MODEL CAR show table it would be great. It's been a couple years since we had models.

Vendors who might like to show their products, tires, oils, car parts and such should also be contacted.

THOUGHTS FROM THE PREZ!



Written by Monte Cole (President)

Greetings to all as we wind down 2010 and prepare for 2011. I

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Tickets need to be sold for Racing for Scholarships so we can fill all the available seats at the Civic Center. Skovy has done a tremendous job of gathering sponsors and putting together a program so all we need to do is get those seats filled.

I'd like to have a SPECIAL meeting December 21st, a Tuesday night at the VoTech Center to get all the Committee groups moving in the direction required to put on another great WINTER WHEELS SHOW.

Hope everyone is in good health and enjoying the snowy weather.

LOOKING TOWARDS THE FUTURE



Written by Skovy (Vice President)

I'm honored to be elected as the Vice President of the Jamestown Classic Car Club. I hope I can do you all proud with my work in 2011.

I hope everybody had a great time at the Christmas party. I know I did. Oh and Burl Ives is the voice of Frosty the Snow Man. I can hear him singing it now! Great job Jack & Gloria. We'll make sure you guys get roped into doing it again next year. What fun. What a great turn out!

I did hand out 250 tickets to members at the Christmas party. It is important that we sell as many as we can to make this venture a complete success for Jamestown College and our organization. There were 1050 printed up. Contact me and I'll give you some to sell. The cost is \$25.00 per person for non-members and \$20.00 per person for members. We need your help!

Racing for Scholarships is proceeding as planned. As of the

date of this print we have collected in payments and pledges \$10,890.00. My prospectus that I have (including a most impressive advertising push the 2 weeks before), is saying we have \$10,415.00 in expenses. How about that? We haven't even sold 1 ticket yet and we are at a positive cash position.

Quite a few businesses can see we are a viable organization and with what they are also receiving advertising wise in this very "RUMBLER" magazine is a plus for our yearly actions and helps us with our future plans.

Racing for Scholarships will help us, as an organization, and most of all help Jamestown College and local students further their education.

Function and functionality that is what is needed to make an organization like ours survive. Function as far as having functions and actions during the year so that the community wants to support our causes. Functionality is member driven. Help is needed on all Planes. With more members, committees will be easier to fill and more functions that will happen around the Jamestown area.

I can be on my soap box all day long, but, the bottom line is "Get in there and help". Do not be a side line coach and bring up all that is wrong with a function. Tell us how it needs to be fixed and roll up your sleeves and help. It's an easy concept.

I have to apologize in advance because of a prior engagement I won't be able to make the meeting on the 21st of December.



WILL BE

PLAYING FOR YOU AT

"RACING FOR SCHOLARSHIPS"

MARCH 3, 2011

CHRISTMAS PARTY 2011



Our hats off to Jack & Gloria Meikle. Fantastic job!



CHORALARIES WILL BE

SINGING FOR YOU AT

"RACING FOR SCHOLARSHIPS"

MARCH 3, 2011



TECH TALK



By Ryan Geigle

Extended duration storage tips for your ride and storage area

When putting your ride down for a nap for the winter here are a few important steps to follow

Take your vehicle out for one last ride making sure the battery is fully charged and everything is working property. Using a battery tender during storage is recommended.

Under the hood change your oil grease and check all fluids making sure your coolant is good to 40 below.

Always wash and wax your ride and thourally clean and vacuum the inside as you were prepping it for a show.

For your storage place, it should be swept and clean. Making sure the area is free of holes and such so the rodents cant get in. Some people us moth balls, but it is not necessary. Spray for bugs and spiders inside and outside of your storage unit. Use a dehydrating kind of Decon or something similar in all four corners of your storage area to ensure your storage unit is rodent free.

Make sure you change the oil grease everything and have all the fluids full especially the coolant and have it good to at least -35 below zero. Top off the gas tank with gas (use non ethanol if possible as it dries out the seals in older vehicles), and also use Stable to keep the fuel from breaking down. This makes it easier in the spring so you know it is good to go for that first ride.

Some guys put the vehicle on jack stands to get the vehicle off the ground you can also cut some boards about 12x12 to put under the tires, to protect them from ground rot especially on the older vehicles

If you chose to cover your ride use a good car cover not bunch old blankets as they may scratch the surface.

More tips in the future

On November 3, 1999, Jim Holden, President of the Chrysler side of DaimlerChrysler, announced that the Plymouth brand would be discontinued at the end of the 2001 model year. On September 23, 1999, the Detroit News had carried an article which, in essence, said that the Plymouth brand was dead. A companion article was an obituary and eulogy for the Plymouth brand. At the time, DaimlerChrysler refused to comment on the articles - a sure sign, at the time, that the discontinuation was a done deal. (Ironically, Jim Holden himself was later 'discontinued' by DaimlerChrysler.)

The Germans at DaimlerChrysler have been busy cleaning house - changing business management. American executives have been bailing out (or have been tossed out) with retirement packages and the dealer organization has been indifferent to Plymouth's demise - after all, they can all just sell Dodge products instead. So ... no one at the factory or at the dealerships was left to champion the Plymouth brand.

The Germans didn't care about Plymouth's heritage (it had minimal presence in Europe) - and the Germans are the ones calling the shots. Thus, the death announcement came as a surprise to few. There's a sick little joke that's been going around Detroit: Question - "How do you pronounce 'DaimlerChrysler'?" Answer - "The 'Chrysler' is silent!" Here's another - when DaimlerChrysler killed Plymouth, they did a blasphemous thing. After all, Plymouth was the brand of automobile which God used to drive. It's in the bible: "... then God drove Adam and Eve from the



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**The Plymouth Automobile
 1928-2001**



Rest In Peace

**Plymouth Obituary: The
 Rise, Fall and Death of an
 Automobile Brand**

(originally written 11/4/99)



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Garden of Paradise in a Fury!"

The Plymouth Breeze sedan will disappear, the Plymouth Voyager becomes a Chrysler Voyager, the entry-level Chrysler minivan, and you'll be buying a Dodge Neon rather than a Plymouth Neon. The Plymouth Prowler will become the Chrysler Prowler just as the original Plymouth PT Cruiser show car evolved into a Chrysler brand when it reached production.

The Plymouth automobile was introduced for the 1928 model year as a direct competitor to Ford and Chevrolet. It was a sturdy and durable little car which attracted a legion of loyal owners. Plymouth became one of the low-priced-three from Detroit and was usually #3 in sales, just behind Ford and Chevy. In good times, Plymouth sold almost 750,000 cars per year. Sometimes stodgy (*think 1953 Cranbrook*), sometimes wild (*those '57 fins*), sometimes strategically brilliant (*the 1960 Valiant compared with the Falcon and Corvair*), sometimes crazy/goofy (*the Roadrunner - beep, beep*), sometimes race car (*Richard Petty winning all those stock car races in a blue Road Runner in '73*) and sometimes poorly made (*too many model years to mention, although the name Volaré somehow comes to mind*), Plymouth certainly had its moments. And created its own history and heritage.

In the 1960s, Chrysler began to re-position Dodge as a brand alternative to Plymouth, reducing the price spread between the two marquees and offering low-priced, compact and intermediate-sized models with both Dodge and Plymouth badges. By 1982, Dodge was outselling Plymouth. Plymouth sales continued to decline relative to Dodge and, by 1990, offered no unique products. Ultimately, Plymouths became rebadged Dodges, except for the Prowler. The 1999 PT retro-show car was initially branded as a Plymouth, and then re-appeared with Chrysler badges, hinting that Plymouth's end was near. By 1999, Plymouth sales were less than 300,000 per year.

In my 1997 business book, I detailed Plymouth's problems in a chapter called *'Lessons from Detroit'* about automotive marketing fiascos (*and how you could use these lessons to prevent marketing mistakes in your own business*).

Some of Plymouth's automotive friends are also in poor health - there is a great deal of industry speculation regarding the possible demise of Oldsmobile. (*On 12/12/00, GM announced that it was phasing out the Oldsmobile brand.*) Like Plymouth, Olds has its loyal fans but seems to lack corporate sponsorship and direction.

As for Plymouth - farewell old friend. You had some great years, but it was sad to see you in your decline. Rest in Peace - alongside your long-dead relatives, Maxwell and DeSoto.

Joseph M. Sherlock 11/4/99
(updated 12/12/00)

Footnote 1: The very last Plymouth, silver Neon, rolled off the line (*without fanfare*) at the DaimlerChrysler assembly plant in Belvidere, Illinois on June 28, 2001.

Footnote 2: On April 30, 2009, Chrysler declared bankruptcy.



Steve Atwell's Petty Superbird



Steve Atwell is a world-renowned Hemi race-car guy, but in his midlife crisis he's starting to expand his horizons. We guess his new Prudhomme '70 Cuda Funny Car is technically a Hemi car, but he also just bought a Ford lightweight. And even though Steve is technically a Dodge guy, he hasn't been able to pass up a few good Plymouths that came his way. One of them is this interesting Superbird.

When Steve got the call that there was a 'Bird up in Lansing, Michigan, that had been in a garage since 1976, he thought he probably needed it-but knew for sure when he found out it was a 440+6 car with a Pistol Grip four-speed and the Super Track Pak option. The owner had picked it up for \$2,500, driven it for a while, and then parked it.

Steve bought the thing after seeing it stuffed in the garage, but when it got home, he wondered why "Daytona Winner" was hand-lettered on both quarters. It clearly wasn't a NASCAR race car. The answer came when Mopar Performance's Dave Hakim recognized it. There was also photographic confirmation from Larry Rathgeb, the lead engineer on the Chrysler winged-car program. This

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was the Superbird that Chrysler awarded to team owner Richard Petty after Pete Hamilton won the '70 Daytona 500 in the No. 40 Superbird. All signs point to the conclusion that Petty wrapped up the publicity photos with the car, then asked Chrysler to sell the car and hand over the cash. Steve has already stripped it for a full restoration.



"Ole" Arneson's 1954 Nash Ambassador

By Brian Earnest

Ingvar "Ole" Arneson is a Hudson guy. When you strike up a conversation with the gregarious Wisconsin Rapids., Wis., resident, you don't have to steer the discussion towards Hudson's. He'll just take you there regardless.

"I've owned seven of them in my lifetime," he says proudly.

So when it comes to hobby cars, Arneson is partial to one flavor and one flavor only. Until April of 2009, that is.



For some reason, Arneson decided he needed to go look at a curious 1954 Nash Super Ambassador he found advertised in the back of *Old Cars Weekly*. The drive wasn't far — less than three hours to Rice Lake, Wis., and he made it with little or no expectations of coming home with a car.

"Well, the guy belonged to the Nash Club and he had advertised it as a No. 1 [condition] car," Arneson recalled. "And what intrigued me was that it had 15,000 miles, and it was nearby. It was only a hop, skip and a jump away. If it had been in California, I never would have gone to look at it."

Arneson knew even window shopping for another hobby car would be skating on thin ice when it came to remaining happily married, too. "Well, I took my wife over there and she said to me, "Ole, you need another car like you need a hole in the head. If you buy another one of them, we're done. Well, after 55 years of marriage, I couldn't afford to give her half of everything.

"But when we got there and looked at it, I said, 'What do you think, Hon?' And she said, 'Boy, it is a nice car. If you buy it, are you going to clean it all up?' And I said, 'Yup, I'll clean it all up' ... So we wound up dickering over the price because I knew the price I wanted to pay and eventually we settled on a price and I brought it all home, polished it all up, detailed it and the car is still all original!"



Indeed, Arneson almost certainly owns one of the most original 1954 Nash's in existence. The splendid

black and red survivor has only minor wear and a few slight dings, and features the lovely, subtle patina that makes you know a car has never seen the inside of a restoration shop. There is some slight discoloration on the inside of the doors, and aging of the dash and stainless pieces.

The car's first big public appearance came at last July's *lola* Old Car Show, where Arneson had been a regular in the past with his Hudson's. This time, he was driving something decidedly different. And the Nash was clearly a conversation piece in the Blue Ribbon Corral of invited cars — one of the rare all-original cars in a yard full of fantastic iron.

"I took it to one cruise before, and people were just flabbergasted," Arneson said. They kept poking their heads inside to see if it really had 15,000 miles on it.

Before he was able to take the car anywhere, Arneson had to have some major work done on the car's original 253-cid, 130-cid straight six engine. The car had apparently been sitting for some time, and the drive train was definitely not in "turn key" condition.

"This motor was froze and I bought it froze. I've unfroze motors, but when I took this apart it was terrible," Arneson said. "It looked like they put sugar or something in it. So I went completely through the motor — I've got a terrific mechanic — and I'm glad it went that way because now I didn't know what I've got.

"He ran it up until '86, and I don't know what, but it looked like he put something in the engine. It smelled like sugar. I knew what I was in for

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and I knew we'd have to go through the whole engine."



Arneson also supplied his new Nash with a fresh set of tires, new battery and a new set of shocks, which he says help a great-riding car drive even better. After his first couple of rides in his Ambassador, Arneson was better able to rationalize his decision to forsake a Hudson for another brand. "Well, Nash took us over in '55. We called them 'Hash's'" Arneson joked. "But I knew right away that I wanted this one when I crawled under it and looked at it. I didn't want to be a turn-coat from Hudson ... but Nash took us over, so I thought, 'OK,' I can have one of these.' When I took it out for a ride the first time, I said, 'This is it!'"

Nash got a major "Golden Anniversary" restyling in 1952, and many of the personality traits remained two years later with the 1954 Statesman, Ambassador and Rambler lineups. The Ambassadors were offered in Super and Custom versions, with the latter being the slightly fancier version.

Italian designer Panin Farina was partly responsible for the new "Golden Airflight" design that was unveiled in '52. The cars still had their trademark covered wheels and heavy fenders, but overall they were much more conventional looking. For 1954, the Ambassadors received a more toothy, oval grille and new chrome headlight bezel treatments. Inside, the interiors and instrument panels were improved and updated.

Among the car's most unique characteristics were its wraparound rear window, fold-down seats and gas filler inside the passenger-side taillight assembly.

The Ambassadors of the era had a big, heavy look to them and that's exactly what they were. With its 121.3-inch wheel base, the Ambassador Super sedan squashed the scales at 3,430 lbs.

"It just handles so nice, and there is so much room! You can put six people in this car easily," said Arneson. "And you hit a railroad track with this unibody, you never hear a rattle. It's as quiet as can be. And, God, it handles. You've got center point steering with a big steering wheel ... and it makes it feel like power steering."

The Ambassadors were offered in both two- and four-door sedans for both the Super and Custom line. Neither series proved to be a big hit with the buying public. Only 7,433 four-door Super models like Arneson's were built and a meager 283 Super sedans. The Custom versions were only slightly more popular at 10,131 copies for the four-door and 3,581 for the two-door.

"I just love the quietness of it, and that comes from the unibody," Arneson said. "The gas mileage also interested me very much. I want to drive this car, and the fella said they got as much as 28 [mpg] with it, but I'm not sure they were traveling 45 or 50 miles per hour. But this car will travel 70 down the Interstate with no problem. It's a seven-main-bearing [six-cylinder], which was a very, very good engine. I like the stick, and I like the overdrive, which was an option. The engines don't work as hard and the automatic transmissions take a lot more power away and aren't as good on gas mileage.

The condition of the car's motor notwithstanding, the Nash was clearly babied during 56 years of life. Arneson said he is the third owner, and he figures it won't be long before he puts more miles on it than the two previous owners combined.

"The guy I bought it from, his father

had it and he never took it out in winter," Arneson said. And when he passed away, he had put about 13,500 miles on it. Then the son got it, and he had it in a heated garage, and he had a cover on it, too. They weren't driving it, but they didn't let it go to pieces ... I have all the records for the car that show it's only got 15,000 miles."

"There are a few flaws, as a car would have that's this old. I've got a couple pieces of chrome that are nicked, but I'm going to replace them. But when I saw it, I just couldn't let the thing go. There was no rust, no anything. I just couldn't let it go."

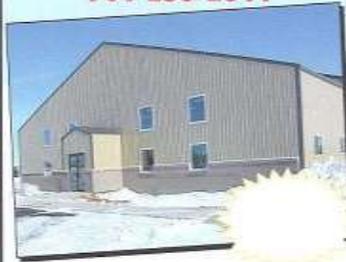
The 75-year-old Arneson insists he's going to take the Nash to as many car shows as he can. He knows he has a unique machine on his hands,

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and he doesn't figure to run into too many others like it. And if he does, he's hoping the other owners are doing the same thing he plans to do — put some miles on the odometer.

"I'm going to use this car. If you see this car trailered you won't see my name on it. If the Lord blesses me, I will be putting on 30,000 miles on this car, and it will look just as good in 30,000 miles as it does now."



JIMMIE JOHNSON CEMENTS HIS LEGACY WITH FIFTH STRAIGHT NASCAR TITLE



By Jenna Fryer Associated Press

It was early Monday morning, and Jimmie Johnson was celebrating another NASCAR championship in the surf on South Beach.

His five NASCAR championship trophies had been placed delicately in the sand, and with rolled up pant legs, Johnson and crew chief Chad Knaus stepped into the water for one final photo commemorating their historic march through the record books.

Nobody in NASCAR can find the right adjective to describe Johnson's unprecedented five-year run. And his performance in Sunday's season finale, running second at Homestead-Miami Speedway to lock down his fifth consecutive title, should certainly have secured his legacy as one of the decade's most dominant athletes.

But after so many years of being either overlooked or disliked, Johnson has stopped caring what people think of him, or his résumé.

"People tell me they hate me, but they respect me, and that's always cool," Johnson said. "In the moment, I think it's tough for fans to maybe look at what we have accomplished, because they want their guy to win, and I understand that. But I know what we have done is respected sports-wide, not just in our little bubble we live in.

"But I don't need it to make me feel better about what we've done. I'm totally content based on our performance. Five in a row, no one

has ever done it."

Nobody but Johnson and his No. 48 Hendrick Motorsports team, which continue to defy any reasonable expectations of performance, consistency and longevity.

See, Johnson has been very good from the first day owner Rick Hendrick teamed him with Knaus and turned the duo loose in NASCAR's premier series. In nine seasons, they've amassed 53 wins and contended for the championship every single year.

Johnson has never finished lower than fifth in the standings, which happened twice: During his 2002 rookie season, and in 2005, when a blown tire in the season finale dropped him from second to fifth.

That race, when he failed to catch Tony Stewart for the championship, marked Johnson's third straight near-miss at winning NASCAR's highest honor. The failure nearly destroyed Johnson and Knaus, but Hendrick instead used the disappointment as motivation for the duo to finally breakthrough in their pursuit of a championship. Only they didn't stop at one. Johnson and Knaus have not looked back since that 2005 finale, knocking down championship after championship after championship after championship.

The first four were impressive for the team's dominance alone.

The fifth one, after the first true test of the Johnson-Knaus reign was, as

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Johnson said, simply unbelievable.

Denny Hamlin took Johnson all the way to edge in this year's Chase for the Sprint Cup championship, and nobody would deny that Hamlin outran him through most of the 10-race series. Kevin Harvick, who used consistency to take control of the regular season, lurked behind in third and never gave Johnson a chance to coast.

But there's a mental toughness required in being a champion, and through all these years, Johnson believes he has mastered it. He tweaked Hamlin over the final few weeks with pointed barbs about nerves and pressure, all the while staying cool and calm.

It most certainly worked Sunday, which turned into a battle of which driver made the fewest mistakes.

Hamlin was the loser of that fight, spinning early from contact with Greg Biffle that many believe was a brain-fade on Hamlin's part. And Harvick was caught speeding on pit road moments before a flawless pit stop pushed him into the lead, and the penalty took him out of race-winning contention.

That was Harvick's only true shot to win the title, and he settled for third in the race and third in the standings.

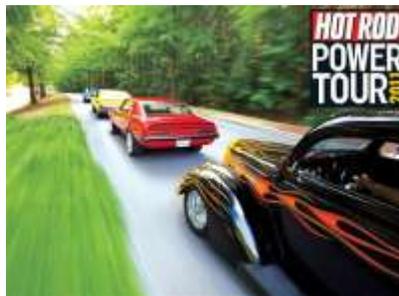
Johnson remained smooth and steady and became the first driver in the seven-year history of the Chase to come from behind in the season finale to win the title. He's also just the third driver since 1975 who trailed in the standings at the start of the final race to rally and win the championship.

"I'd go out and say right now I

couldn't do what he's done, and people claim me to be the best thing since whatever," said Kyle Busch, winner of 86 races spanning six seasons in NASCAR's top three series.

Carl Edwards, who won Sunday's race, said: "I think we are all witnessing something that is nothing short of spectacular."

THE VENUES FOR THE 2011 HOT ROD MAGAZINE POWER TOUR ARE OUT!



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Sunday June 5, Valdosta, GA South Georgia Motorsports Park

Monday June 6, Montgomery, AL Montgomery Motorsports Park

Tuesday June 7, Nashville, TN LP Field

Wednesday June 8, Indianapolis, IN Indianapolis Motor Speedway

Thursday June 9, Muskegon, MI

Downtown Muskegon

Friday June 10, Detroit, MI Metro Beach Metro Park

Saturday June 11, Detroit, MI Long Haulers Ceremony (Location TBD)

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MARCH 3, 2011

SNEAK PEAK AT THE NEW CORVETTE. WHEN WILL IT COME OUT? STAY TUNED.



THE AMERICAN SPORTS CAR

Look at this Corvette Stingray Concept car. Mmm mmm. This is one wicked looking ride. Everyone got their first glimpse of the Corvette Stingray Concept in the movie Transformers 2: Revenge of the Fallen portraying the Autobot Sideswipe.

SIDESWIPE takes the form of a sleek, vision concept dreamed up by the Corvette designers at GM. The design is influenced by the original Stingray race car, introduced in 1959, but also draws on Corvette heritage cues from other generations. It brings them together in a futuristic shape that seems to be





equal parts race car and space ship.

So now we are all hoping that the Corvette Stingray Concept will go into production. Am I right? Not that there was anything wrong with the last generation of the Chevy Corvette Stingray, I for one liked the return to open headlights, and I admired its more European styling. But there is no doubt that the Chevy Corvette Stingray Concept catches your attention.



**CHEVROLET "VOLT"
WINNER OF THE GREEN
CAR OF THE YEAR
AWARD.**

The Chevrolet Volt capped what may be the best week in General Motors' 102-year history by winning the Green Car of the Year award Thursday.



"We're not the same company we used to be," GM marketing boss Joel Ewanick said at the auto show here. "This is a clear departure. We understand Chevrolet has a leadership role in this industry."

GM began developing the Volt in 2007 to grab that mantle of technical and environmental leadership. The

four-passenger compact electric car uses an onboard generator to eliminate the limited range that kept earlier electric cars from gaining mainstream acceptance.

Between its lithium-ion battery and the generator, a Volt has a highway cruising range of around 350 miles. That's competitive with conventional cars, but its 40- to 50-mile range on batteries alone means many drivers will almost never need to use the gasoline-powered generator, said Mark Cooper, director of consumer research for the consumer Federation of America.



"This is the game-changer," that makes electric cars acceptable to everyday customers, said Ron Cogan, editor and publisher of Green Car Journal, which presents the award. "It says as no car ever has before that you can have an electric vehicle without limitations.

"It doesn't get more important than that."

GM's image needed some repair when the company's engineers conceived the Volt in 2006, but the automaker's subsequent recession-drive trip through bankruptcy, government control and back to public ownership with this week's stock sale, make the Volt's success even more important. It's a sign to

investors that GM had begun to reassert technical leadership even at its darkest hours. Beyond that, the car gets a boost in the purpose former GM vice chairman Bob Lutz envisioned from the first time he saw it in mid-2006: restoring GM's status as one of the world's leading engineering and technology companies, and making Chevrolet a cool and desirable brand again.

"This is an absolute coup for Chevrolet," said Chelsea Sexton, the electric-vehicle enthusiast who worked on GM's ill-fated EV1 electric car program in the '90s and played a prominent role in "Who Killed the Electric Car," the Oscar winning 2006 documentary that slammed GM for ceasing to build the EV1.



"It's hard to imagine any way this week could've gone better for GM."

The award also slams the door on the brief Internet furor a few weeks ago about whether the Volt is electric enough.

"This is a real validation of the Volt," Sexton said.

More than that, it's a validation of GM's continued existence, the work of thousands of people from factory floor to engineering offices, and of everyone who argued that GM was worth saving when the global

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recession threatened to destroy it.

The other finalists for 2011 Green Car of the Year were:

—The Nissan Volt, a battery-powered car with a range of up to 100 miles.

—The Ford Fiesta, a fuel-efficient little car that gets up to 40 mpg and has been selling well.

—The Lincoln MKZ hybrid, a luxury sedan that uses the same hybrid system as the acclaimed Ford Fusion hybrid. The EPA rates it at 41 mpg in city driving.

—The Hyundai Sonata hybrid, the first hybrid from South Korea's leading automaker.

NEW STEALTH FORD POLICE INTERCEPTOR MIXES MUSCLE, MYSTERY AT 2010 SEMA SHOW



Ford to debut the ultimate stealth Police Interceptor at SEMA – a customized concept of its all-new Police Interceptor sedan

Revamped grille, lighting, exhaust and interior provide a sleek, yet slightly sinister look designed to blend muscle with mystery

Designers drew inspiration from the SR-71 Blackbird, the original stealth airplane revealed in the '60s and considered by many aviation experts to be the ultimate aircraft

Sleek, streamlined and slightly sinister, a specialized stealth concept version of Ford's Police Interceptor will debut at the SEMA (Specialty Equipment Market Association) trade show in Las Vegas.

Using the strong lines and muscular stance of the Ford Police Interceptor sedan as a base, Ford designer Melvin Betancourt developed a customized undercover stealth version that's both stylish and full of high-tech surprises.

"This car offered the perfect canvas for me as a designer," Betancourt said. "The Police Interceptor sedan is already a unique vehicle. I just started looking at ways to give it that mysterious but high-tech look."

The Police Interceptor sedan was introduced in March, followed by a utility version in September. Both Interceptors will debut simultaneously when production of the Ford Crown Victoria Police Interceptor ceases in late 2011.

The stealth concept vehicle will be on display throughout the SEMA show, which runs Nov. 2-5.

Betancourt started the undercover version by lowering the body and

giving the illusion of added width. The body was lowered an inch, and the special 22-inch wheels are inside a staggered rim section so the front is 3 inches and the rear is 3.5 inches.

"The rim section is stacked to give it the illusion of greater width," he said. "The center of the wheel is glossy black, and the rim is chrome. So we have that racy, hot rod look, but at the same time we're building a sinister, stealthy, 'Don't mess with me' feeling."

Betancourt used imagery of the SR-71, the original stealth airplane, for inspiration as he customized the vehicle. Known as the "Blackbird," this high-altitude, long-range reconnaissance aircraft was secretly designed in the late 1950s and early 1960s. Its top speed was more than three times the speed of sound. Now retired, the Blackbird is considered by many aviation enthusiasts as the ultimate airplane.

Betancourt kept in mind the Blackbird's iconic imagery and status as he considered the elements of his own stealth project. "When you think stealth, you think, 'there, but not there.' This is all about strength, secrecy and concealment."

The exterior of the Police Interceptor stealth vehicle is solid black. The grille is mesh, like the original sedan, but the metal is thicker, offering more depth. The lights on the car are designed to be inconspicuous, with the surrounding area painted black so they blend in until illuminated.

The back of the vehicle was given an aggressive spoiler adorned with bead lights painted black so they remain unnoticed until the car is started. The taillights are smoked, the windows tinted.

It's a vehicle that exudes power – and it should. The production Police Interceptor sedan model offers two powertrain options, allowing police to choose the engine that best meets their needs.



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A 3.5-liter V6 engine delivering at least 280 horsepower and E85 compatibility is 25 percent more efficient than the 4.6-liter single-overhead-cam V8 offered in the current Ford Crown Victoria Police Interceptor. And an all-new 3.5-liter twin-turbocharged, direct-injection EcoBoost™ V6 engine will deliver at least 365 horsepower and 350 lb.-ft. of torque across a broad rpm range.

That strength complements the mystery inside the revamped interior of the stealth version.

"It's all about concealing everything," Betancourt said. "The headliner is black, we wrapped the B-pillars in black, and then we started looking at, 'Where can I hide this? How can I conceal this?' We repackaged the console – it looks like a production console with the waterfall of the instrument panel. But when you start opening doors and panels, that's when you see everything."

Unless you're supposed to be in the vehicle, you won't know where and how to find the compartments, he said. For example, the radio is hidden inside the console, as is an onboard computer. Also, the glove box has a secret space designed for weapons.

Betancourt anticipates visitors to SEMA will immediately sense the uniqueness of the car.

"Right away, they'll see this vehicle that looks different, that looks sinister – but they won't know exactly why. Then, as they get closer, they'll start to see all of these touches that work together to create the overall image."

2011 Dodge Challenger Adds Power to its lineup.

Read more at <http://www.allpar.com/cars/dodge/challenger/challenger-2011.html?ktrack=kcplink>



The 2011 Dodge Challenger has electric power steering and new V6 and V8 engines. Key improvements include better brake feel, retuned shocks and bushings for better cornering and feel, new and improved optional performance tires, and a revised steering wheel with on-wheel controls.

The Pentastar V6 adds 55 hp to the outgoing 3.5 V6, with 305 horsepower and 268 lb-ft of torque; yet, it should achieve 26 mpg on the highway (Canadians get 37 Imperial mpg). The standard Hemi V8 has also been bumped up, to 379 hp and 410 lb-ft (manual); it now gets 17 mpg city, 25 highway (automatic). The 392 Hemi (6.4 liters) is rated at both 475 horsepower and 460 lb-ft of torque, or 470 hp with 470 lb-ft, depending on the source. Both V8s shut off four cylinders when not needed (except with manual transmissions).



A Challenger 392 model with white seats with blue stripes is set for early — and limited — production. The regular models will be:

Dodge Challenger SE and SE Rallye: V6 models; Rallye has dual exhaust, leather-wrapped steering wheel, 18 inch wheels, keyless starter, trip computer, six speaker stereo, side airbags, and bright fuel door standard. A **Plus** package adds leather, Boston Acoustics speakers

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with 287 watt amp, fog lights, and more. The **rumored Super Sport Group** may add 20 inch wheels. SE may not be available in Canada; SXT might be instead. The SE starts at \$25,595, and Rallye package adds \$2,000. (Destination included.)

Dodge Challenger R/T and R/T Classic have the 379 hp Hemi, 20-inch chrome wheels, and optional six-speed manual; the Classic adds retro 20-inch chrome wheels, functional hood scoop, retro side stripes, and HID headlamps. R/T starts at \$30,495; plus package adds \$1,500, and Classic adds \$3,300.

Dodge Challenger SRT8 392 adds the 470 horsepower engine, with 470 lb-ft of torque; again, there is an optional six-speed manual transmission. It starts at \$43,380, plus any gas guzzler taxes.

Jack Ratchett wrote that the styling remains almost identical, except the lower opening was flipped upside down and made taller; the Ram emblem has been removed; the door handles will be the same as those on the Charger; and there will be a wagon-style Dodge Magnum switch to pop the trunk open.

Jack Ratchett also wrote that the 6.4 SRT8 Challenger will probably have a wrap-around front spoiler incorporating the black flap at the front edge of the wheel well. It was described as having an Abe Lincoln beard and side burns, and one with the hood open appeared to have a blacked out intake manifold. The aluminum manifold will be replaced with a plastic one on the 6.4; which

will keep the traditional hydraulic steering pump even as the other Challengers go to electric steering. (Electric steering reduces the number of moving parts, eliminates fluid leaks, and allows for easier integration of start/stop and hybrid systems).



The interior is expected to undergo major upgrades, and the usual electronics updates are expected: moving to Garmin navigation, adding whatever safety and A/V options are *de rigueur*, etc. Mainly, the dashboard should be dramatically upgraded and materials may be improved.

The Challenger R/T Track Pak is expected to continue; it includes a six-speed manual transmission, Hill Start Assist, anti-spin differential (3.73 w/18-inch, 3.92 w/20-inch wheels), and ESP full-off switch.

2011 Dodge Challenger powertrain

The 2011 Dodge Challenger SE's mileage and power will rise with the upcoming Pentastar V6 engines, generating an estimated 305 horsepower and 260 lb-ft of torque — versus the existing 250 hp, 250 lb-ft.

When the new, bigger 6.4 liter SRT8 engine debuts on the Dodge Challenger SRT8, in late 2011 according to sources, it will have cylinder deactivation, helping real world gas mileage. Rumor has the Challenger SRT8 being the first car

to get the new engine, which has been in the works for years now, following the successful debut of an all-out race version.

The standard Hemi is not expected to get a substantial power boost, though, later in the model run (2012?); seven speed automatics will help acceleration or economy. The 6.4 liter SRT8 engine (2012 model year) is, we think, to be hooked up to the five speed Mercedes automatic at first, but a superior-design eight speed ZF/Chrysler-collaboration automatic transmission is in the works for calendar-year 2013 or 2014, as far as we know.



SUMMARY OF THE MAN, THE LEGEND

**MARK DONOHUE
1937-1975**

By Harvey Duck contributing editor

America's greatest road racer, "a correct" man, will be missed by a fraternity that loved him as few others.



Racing celebrities tend to wear different faces for different purposes.

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There's a smile and an autograph for the spectator, a growl and a cussword for the officials, a word of praise for a rival driver, a cryptic comment to the crew member. The auto race driver usually sees and hears a bit of each so the real personality is partially camouflaged and seldom emerges. Not so with Mark Donohue. He never varied, he was to everyone who knew him intimately or casually, the same gracious gentleman who was more concerned with your moods than with his.

Donohue contributed far more to racing than he received. But the tragedy of the imbalance is that most people - even those in racing - overlooked that fact in the media wake of his death last August.

It was shortly before the crash of his Roger Penske owned car during practice for the Austrian Grand Prix that Donohue confided, "We have discovered some things will really make this competitive in Formula One racing. I'm really excited about the future."

It was his love of mechanical perfection - as much as a physical challenge of driving - that prompted Donohue to become a professional race driver. He won, during an all too brief career, 57 major events in a variety of cars and competitions. He drove - successfully - Camaros, Javelins, Matadors, Lolas McLarens, and Porches. Invariably, he drove them not only quicker than they had been running, but with a degree of skill that kept them competitive at the finish as well as at the start.



That consistently high degree of competence was no accident. It didn't come by chance, but through a concentrated program of hard work "Mark knew where every bolt, nut

and spring was on every car he drove," recalled teammate Bobby Allison. "And, he not only knew where they were located but what they were supposed to do and if they were doing their jobs. If not, he wouldn't drive the car. He simply would not over-extend a piece of machinery that he didn't have the most confidence in.

"He was, I feel, the finest road race driver that this country has ever produced and given enough time - just one more year, maybe - he would have become America's first World Champion".

Most of Donohue's victories were as precisely orchestrated as a Russian ballet performance and with the exception of the truly "major" triumphs, such as the 1972 Indy 500, they tend to blend into a fellows memory like a montage.

Yet, one that stirs especially fond recollections came in the 1973 Canadian - American Challenge Cup series. It was a blistering hot August afternoon at the four-mile Road America course in Elkhart Lake, Wisconsin.

Donohue, in the cockpit in the monstrous 12-cylinder Porsche-Audi 917-30 (the same car in which he set a worlds record of 221.160 miles an hour - two years later) simply overwhelmed his opposition.



His average speed of 114.580 in the feature race shattered every track mark. His 122.535 in the qualifying run in a time of 1:57.51 was the first sub-two minute lap that Road America had ever seen.

The pavement was hot, slippery and treacherous as the heat inside the car rivaled a Finnish sauna - so suffocating that Donohue nearly collapsed from exhaustion between races. Yet, that calculating mind of his remained as cool as an ice cube in the midst of the mini-inferno.

"The question today, really, was not how fast I could drive the car," explained Donohue weary but composed after his victory, "because turning in quick laps for a short time is one thing. But, to run fast for 200 miles is something else. The car, as it was set up, did exactly as it should have. I mean, it did what I expected of it.



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"But, give me another day or two of practice here and I'd of gone faster. That's what I mean about not approaching the cars potential." That, perhaps better than any other summation, explained Donohue's racing creed:
- The car did what he expected of it.
- The potential must first be approached before he could go faster.

Still, that eagerness to narrow the gap between potential and ultimate performance did not dim Donohue's awareness that increased safety measures were needed. He stressed, before a 1972 International Motor Press Association panel discussion that, "safeguards must be adopted to protect a driver in the event of an accident".



Few people - even those deeply involved in racing - were aware of the close relationship that existed between Donohue and Penske. It was assumed, and correctly, that they got along well and that a Penske-owned car, prepared and driven by Donohue, was a genuine threat in any race entered.

It was appreciated that the pair often introduced innovations that brought out the best in their cars and equipment. Yet, they formed a contrasting marriage.

Penske, a bundle of never-ending energy, was always on the move. He enjoyed the exposure to the news media and the public and those of us privileged to be invited behind the Penske perimeter often chuckled at the ease with which he manipulated his image.



Donohue, during his first competitive seasons, was cast in another mold. He seemed to neither enjoy nor dislike the frequent exposures to the probing finger of publicity, but rather tolerated it as a necessity.

Always pleasant and calm - almost serene at times - he would thoroughly ponder each question before launching his reply. In recent years, though, he became more relaxed at such times and willingly participated in the banter and jibes that sometimes accompany post race interviews.

But, once the garage door was closed to prying eyes, the pair exchanged and then expanded on one another's mechanical know-how.

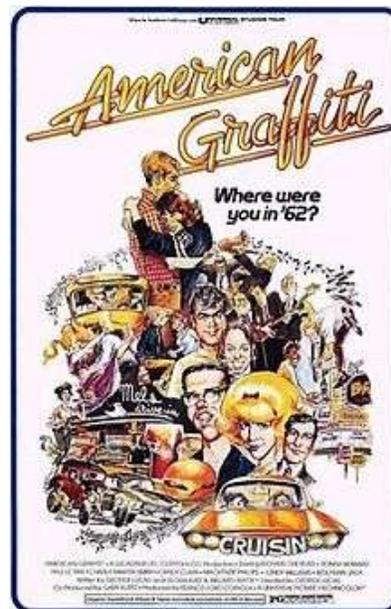
There were periods of disagreement, but never of dissatisfaction. Once the decision was made - regardless of who advanced the original thought - complete agreement existed until the concept was proved correct or occasionally inaccurate.

It could, in a sense be construed as Donohue's epitaph: "He was a correct man."

Ask someone who knew him.

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The American Graffiti '32 DEUCE COUPE



© Cruisin' the Boulevard, Inc., 2010

THE '32 DEUCE COUPE
 George Lucas wanted a car that would evoke circa 1962 memories of the cruising he experienced growing

up near Modesto. He and movie producer Gary Kurtz whittled a list of potential car candidates down to a red, full-fendered coupe, finally basing their selection on its chopped top.



Henry Travers, the film's transportation manager, was given the enviable task of overseeing the coupe's construction as a bona fide hot rod. Henry trailered the car to Bob Hamilton's shop in Ignacio for the conversion. Lucas wanted a highboy with bobbed rear fenders to emphasize the fender laws that hot rodders continually confronted 45 years ago. Reconstruction included the addition of motorcycle front fenders, aluminum headlight stanchions, and chrome plating for the dropped I-beam solid axle. Also, the grill and shell were sectioned a few inches.

Next, it was trailered to Close Orlandi's Body & Fender in San Rafael for its coat of Canary Yellow lacquer paint. The interior, which was red and white tuck and roll Naugahyde, was dyed black.

Johnny Franklin's Mufflers in Santa Rosa added the Man-A-Fre intake manifold, a quartet of Rochester 2G two-barrel carbs, and no name valve covers to the 1966 327 Chevy motor with fuelie heads. Franklin's also built and installed the Sprint racecar-style header-exhaust system based on dimensions provided by Mr. Lucas. The remainder of drive train included a Super T-10 four-speed and 4:11 gears in a '57 rear end.



You can still see the holes in the frame for the special removable

platforms used by the camera crew for close-up filming of the street cruising scenes.

The prop department made the THX 138 license plate as a play on the THX 1138 science fiction film made by George Lucas while in film school at USC in Los Angeles. This letter-and-number combination was also used on a jeep in a scene (along with Mr. Lucas) in Francis Coppola's 1979 movie *Apocalypse Now*. Prior to *More American Graffiti* (1979), the coupe went back to Orlandi's shop for a new paint job; same color but acrylic enamel replaced the lacquer.

In 1983, after the *More American Graffiti* movie, Steve Fitch acquired the coupe in a sealed auction bid. He had previously acquired the movie's black '55 Chevy. In 1985, Rick Figari purchased the coupe. Rick then entrusted the coupe to Roy Brizio's shop in South San Francisco to make it road worthy again. Work included rewiring and rebuilding the T-10 four-speed, aluminizing the chrome headers, and making stronger front fender brackets. The 327 was also rebuilt. A funny note about the coupe: After the film was finished, they tried to sell it and couldn't get the asking price of \$1,500. Today, both the '32 Ford Coupe and a clone of the '55 Chevy are owned by San Francisco resident Rick Figari.

The Inside Story of Ford's Incredible 427 SOHC (PART 2-6)



THE FORD 427 CUBIC INCH SINGLE OVERHEAD CAM ENGINE

By Tom Shaw

It's doubtful that Ford was aware of how strong NASCAR's resolve was, and having been irreverently bounced from the top by a rival manufacturer so soon after launching a major "Total Performance" campaign in mid-1963, regaining its lost position was a high corporate priority.

Executive Engineer Gus Scussel had a frank discussion with Bill Innes, the man who held yea of nay power over the SOHC project.

"I sat down with Bill Innes and explained the project to hi. I said, 'Look, I think we ought to have this because if we intend to stay in racing, we've got to do two things; we've got to build a small car like they build...' He looked at me and turned his nose up. I said, 'I have no control over that because I'm in engines, but from an engine point of view, I can give you the engine you need with this overhead cam.' Innes said go ahead."

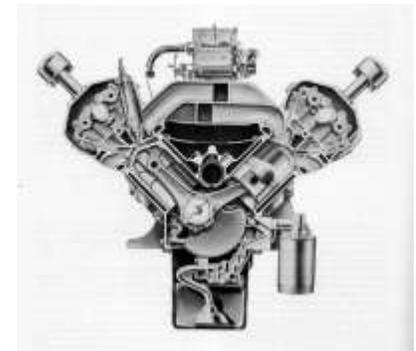
Hence, in early 1964, with the sting of the Chrysler Hemi still a fresh wound, Engineering was given the go-ahead to create the Hemi killer. It wasn't enough to equal the Hemi — this new creation had to surpass it by a decisive margin. Ford's best creative minds went to work.

Dramatic Changes

Inside the Ford Engine Engineering building, the Indy car program had already broken a lot of important ground regarding overhead cam V8s. Though the Indy engine was a 255 CID small-block utilizing a much different DOHC (double over head cam) valve train configuration, the

groundwork had already been laid. While the Indy program was given great latitude in spending money, the 427 program was to be conducted on a much tighter budget and a far more accelerated schedule.

"We had to come up with something for that season," remembers Norm Faustyn, Ford engineer in charge of the SOHC 427 project, "and we should to do it in a hurry. The single purpose was to whip Chrysler that year."



Ford was not about to throw in the towel on the '64 NASCAR season. Though the Hemi's had the longer tracks all sewn up, fastback Fords, with aces like Ned Jarrett and Fred Lorenzen at the wheel, were still competitive on shorter tracks, and if a Hemi-beater could be brought out early enough, there was a good chance that Ford just might repeat the Manufacturer's Championship for '64 — in spite of Chrysler Hemi. The crash program operated 'round the clock.

Within days of the Daytona disaster, Ford filed papers with NASCAR, as per their requirements, to allow the technical inspector's time to review the plans and rule on their legality, or

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lack thereof. NASCAR issued no immediate determination either for or against, so work progressed, with each day critical.

"By designing a conversion type overhead camshaft package around the basic production 427 engine," wrote Faustyn in a 1965 report to the Society Of Automotive Engineers, "we hoped to utilize proven hardware wherever possible to reduce cost, development time, and tooling time."

Part 3 will be in January's "RUMBLER" Magazine.



JAMESTOWN CLASSIC CAR CLUB MINUTES OF NOVEMBER MEETING

Tuesday Nov. 23, 2010 meeting of the JCCC

Where: Vocational Center **Time** 7pm **25 members or spouses present.**

Secretary's report: Judy D. oked and approved

Treasurer's report: Gloria M. \$10,373.04 checks written out for Johnny Holm \$1200 and \$35 for the Holiday Razzle Dazzle Parade. OKED

Jan. 28-29 Winter Wheels Car Show: Skovy reported that the "Amber Dream" Car of Dale

Speckman (Dales Auto Restorations and Street Rod Parts) from Bismarck will be coming over, as well as Skovy's 72 Nickey Nova and 70 W30 442 Convertible.

Skovy Reported at this time also about the Rumbler---Advertisement in it is \$25.00 for business Card and \$600 for bottom of page banner ad. Has Buffalo City Diesel and Smitty's Carpet that will also be banner advertising. Says this advertising and the advertising for the Johnny Holm show are one in the same. It cost 78 cents to mail each Rumbler but Don Wilhelm, Inc. and Skovy will pick up the tab on all those printing and mailing bills. When asked for how long, he thought they would take care of the full year. Thus the bill for this month was about \$100 for printing and \$75.00 for postage, not costing the club about \$2100 a year. *Thanks Rod Wilhelm and Skovy.*

So there will be no bills for the Rumbler...advertisement money's collected will go into advertising funds for the Johnny Holm show.

Skovy also reported that the Racing for Scholars will be worked with Jamestown College and Bill Robb...at no cost to the club either. Buffalo Bar has donated \$3,000, and KC's has donated \$2,000. Skovy has several other sponsors who have paid or committed so most expenses are paid he says. Al Holzkamm paid \$25.00, Jeff "Andy" Anderson paid \$25.00, Dales Auto Restoration paid \$25.00, and Marc Doctor has paid the \$25.00 business card advertisements. He also said \$600 sponsors who have paid or committed are: Buffalo City Diesel, Smitty Carpet, 2 Rivers, and Ingstad for \$1000. \$500 sponsors are R. M. Stoudt and Don Wilhelm's. He has several more who haven't committed yet. We will need to sell at least 800

tickets at \$25.00 to public (\$20 to members) and of that he has figured \$5.00 of each ticket will come to club, and \$7.00 of each ticket will go to Scholarships. Expenses will be food for KC's at \$10.50 each, \$500 to Choralaires, advertisement, and whatever other expenses.

CHRISTMAS PARTY: Jack Meikle reported on the Party on Tuesday, Dec. 7th, that will be at the Gladstone "Shady's", and will be 2 meat buffet (roast and chicken), scalloped potatoes, green beans, salad for \$14.03. It was voted on to charge \$15.00 for guest, since member is free. 6-7 pm is social. Supper will be served at 7pm. Voted to have a \$100 budget for the party. Pat R./Jim K. Oked

INSURANCE: Skovy reported on insurance for the show and for the Johnny Holm event....there is no extra charge, it is all included. He checked with Tom Harty. Insurance for the year is \$288. Oked by Jim R. /Bob B. to change to Jamestown instead of Fargo office.

TICKETS WILL BE READY ON DEC. 7 AT PARTY. \$25.00 for public and \$20.00 for member

Holiday Dazzle Set Up: 7pm at Lloyd's on Wed. Nov. 24. Hook trailers together and lights on. Dave Schwartz will pull the trailers for the Parade on Friday, Nov. 26th, setup about 5pm.

WINTER AG SHOW: Jan. 11 and Jan. 12 (Tues and Wed.)---sign up with Gloria

Dick Dauer brought up the Bylaws, Article 3, Section 3 and it was voted on to delete the sentence "*There shall be no use of alcoholic beverages during tours, parades, or club public activities.*"

Judy Dauer reported on the Tax Problem and Tax Forward bill of \$525.00. We will thus have to read Publication 557, chapter 4 and file for 501c7 Try to contact Bob Hanken or someone to see if we can figure it out.

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VOTE FOR OFFICERS FOR 2011

President---Monte Cole was nominated...all in favor since no other nominations...voted. Passed

V-President: Randy Miller and Steve "Skovy" Jaskoviak were nominated. Had a vote. Skovy had 11 votes & Randy had 10. So Skovy will be V-President and continue doing the Rumbler.

Secretary: No Nominees.

Treasurer: No nominees. Bob Lulay said he didn't know what to do.

Judy Dauer and Gloria Meikle finally said they would take them again **ONLY** if sec. was just secretary and treasurer was only treasurer-----not in charge of all other jobs. We need committees and volunteers to work, or they will resign. So Judy Dauer will be Secretary, Gloria Meikle will be Treasurer.

Directors---Bob Lulay, being outgoing President and is automatically one. Jim Kantrud was nominated and confirmed.

Meeting adjourned since it was such a lengthy meeting. **If we missed any names, please contact Judy Dauer 701-252-6777 so we can make the correction. Also, if your address or any other information has changed please contact us so we may update our records.**



MEMBER LISTING As of 12/13/2010
10001 Michael & Angela Allmer
10002 Lou Archambeau
10003 Eldon & Lois Baker
10004 Lowell & Jacki Baker
10005 Neil & Judi Baker

10006 Allen & Carmen Bender, Jr.
10007 Robert & Minon(Kitty) Bender
10008 Glenn & Lucinda Christianson
10009 Monte & Beth Cole
10010 Steve & Theresa Comer
10011 Arv & Dee Dalke
10012 Dick & Judy Dauer
10013 Joel & Jolynn Dewald
10014 Jim & Mary Jo Dodd
10015 June & Elmer Ernie
10016 Duane & Kathleen Enzminger
10017 Charles Frey
10018 Craig Gaier & Ruth Johnston
10019 Duane & Kathy Gehring
10020 Ron & Darlene Greenlund
10021 Matt Gumke
10022 Neil & Linda Guthmiller
10023 Shawn Haakenson
10024 Bob & Carol Hanken
10025 Steve & Jo Huebner
10026 Wayne & Cathy Huseby
10027 Roger & Ruby Iszler
10028 Jake & Linda Jacobson
10029 Steven (Skovy) Jaskoviak
10030 Jim & Deb Kantrud
10031 Dale & Due Karn
10032 Lyman & Darlene Keim
10033 Jeff & Ruby Klundt
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Bridge City Cruisers
www.bridgocitycruisers.com

Buggies-N-Blues Festival
www.buggies-n-blues.org

Classtiques Classic Car Club
www.classtiques.com

Corvettes of Dakota Territory
www.cdtnd.com

Dakota Cruisers Car Club
www.dakotacruiser.com

Greater Dakota Classics
www.greaterdakotaclassics.com

Manitoba Street Rod Assoc.
www.msra.mb.ca

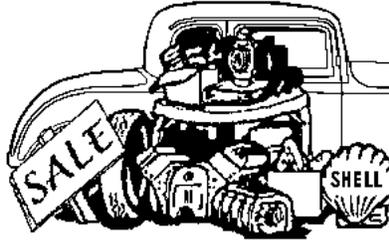
Minnesota Street Rod Assoc.
www.msra.com

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This month I interviewed the driver/owner of the 1s car Scott Bintz.



SCOTTBINTZ.COM

Scott is the Owner/Operator of RealTruck.com. They sell aftermarket truck accessories AND Scott is one heck of a racer.

Here is the interview...

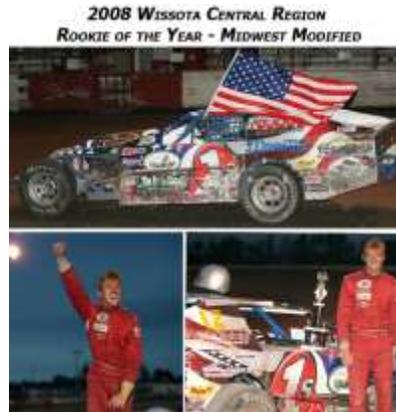
Skovy: Scott Bintz, by your web site, it looks like you jumped in the racing world in 2005 with Street Stocks. Could you tell our readers a little more history about yourself?

Scott: Yes, I started racing at the end of 2005 in the Street Stock class. I raced Street Stock until 2008. 2008 is when I also started racing the Midwest Modified class. I've been a longtime fan of dirt track racing and am thrilled to be able to race.

Skovy: I see that you took rookie of the Year in 2 different divisions. 2006 with the Street Stocks and 2008 with the Midwest Modified. Can you elaborate a little on those milestones?

Scott: I was NOT the rookie of the year in the Street Stock class. I started in 2005 but only raced a few

times so my official rookie year in Street Stock was 2006. In the Midwest Modified class, I was fortunate to earn top rookie points in the Central Region and was the Central Region rookie of the year. WISSOTA has 3 regions; West, Central, and East.



Skovy: What an impressive career so far! You worked hard during the 2010 season. With 8 Feature wins, 20 Heat wins, 23 Top 5's and 21 Top 10's, 12th in National Points (out of almost 800 drivers), 69 races throughout ND, SD, & MN, what milestones are you gunning for in the 2011 season?

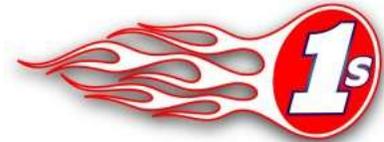
Scott: I would like to move to A-Mod class, but I am planning to run the Midwest Modified class for 1 more season. We have a goal to be in the top 5 in national points for 2011. I guess we'll see how our luck plays out.

Skovy: You found a great hobby/career with your racing skills. I would say the Rookie status has disappeared and you are defiantly a professional. Tell us a little bit about the future of Scott Bintz and Scott Bintz Racing?

Scott: We are going to just take it one season at a time. Once I get a little more consistent I think it would be a real thrill to run the A-Mod class or even a Late Model class someday.

Skovy: How would you rate the track here in Jamestown compared to the other tracks you raced?

Scott: Jamestown is definitely a very well run and competitive track. You never know who is going to win and I think the fans like that. It's rarely a one lane track, so we drivers really appreciate the track officials working hard to make the track competitively high and low.



Skovy: Could you tell our readers a little about your crew?

Scott: Our crew is a unique bunch. Since we race a number of tracks, we had a variety of helpers throughout the season. My main crew is my bride Shannon who keeps us well fed and the helmet nice and

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clean. Then there is Shawn Herrick, a.k.a. Rinderman. He is a full time single dad of 2 and also works at RealTruck as a website content writer. Next is Joey Rowell. Joey is a long time race fan. He dates our oldest daughter Katie and works as a computer tech at Titan in Fargo. We have Chase Guthmiller who goes to Jamestown High School. Chase has helped the team a great deal and probably grinded the most tires than all of us put together. And then there's Spencer Johnson who helps fix the car between races. Without the help from friends, sponsors and fellow drivers, we wouldn't be able to race near as much or as effectively.



Skovy: You are living the dream. We can see by your pictures you are motivated. Tell our readers what emotions/feelings are with you when you take the checkered flag?

Scott: Wow! That's a hard one. The

first emotions would be shock and amazement. I can think of a time where I thought we would win before the race started. There comes a deep gratitude to everyone who has helped. Racing and occasionally winning wouldn't be possible without others pitching in and helping. When our team wins, we try to pass it on. Sometimes people ask where all our trophies are. Well, we don't really have any as we give them away. Just makes sense that we get the thrill of a win and can pass that one to someone else and giving them a trophy. Which always creates a smile and sometimes a few tears.

Skovy: Are you going to stay in the same division for the 2011 season?

Scott: Yes, one more year in the Midwest Modified class.

Skovy: What is the difference between Midwest Mods and A-Mods?

Scott: They are basically the same chassis but an A-Mod has about 600 horsepower and a Midwest Mod has about 360 horsepower.

Skovy: Are you keeping the same sponsors for the 2011 season

Scott: Yes, we hope to keep the same sponsors and perhaps add a few to the team. Our current sponsors include **RealTruck.com**, **The Pizza Ranch**, **Plasmaglow**, **TruXedo**, **Dakota Engine Builders**, **Ringers Glows** and **Millennium Nightmare Chassis**.



Skovy: What changes or upgrades to the number 1s car are you expecting to do before the 2011 season?

Scott: WISSOTA has changed some rules for the Midwest Modified class. As a result, we will be changing the rear suspension to a 3 bar set up which should make the cars a little easier to drive, control won't be so radical. But that just what I've heard. Ask me after a few races and I can give you a better answer.

Skovy: What is the difference between the suspension that is in your race car now and the 3 bar set up?

Scott: Last year, WISSOTA allowed both cars to run just a variety of rear suspensions such as a 4 bar, Z link, 2 link (3 bar) or a leaf spring. Most A-Mods have a 4 bar suspension. For 2011, the Midwest Mod class is limited to a 3 bar or leaf spring. I think the intention was to make the cars easier to drive and balance out the class. The 4 bar suspension can be a little radical and a little more difficult to optimize. We primarily ran a double Z, so the 3 bar will be new to us. Hopefully we can figure it out right away.

Skovy: Being a successful businessman in the Jamestown area

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how is it that you can find the time for the family/business/racing?

Scott: Balance is kind of a "work in progress". Having a great team at RealTruck makes running a business easy. At one time I was pretty "Hands On", but over the years, I've learned everyone has different talents and my real job is to encourage others to be the best they can be. As for family, we try to be very supportive of each other. With 5 kids, we stay pretty busy day in and day out. Sometimes we have long days getting everyone where they need to go, but we try to manage the best we can.

Skovy: Next month in the "RUMBLER" magazine I'll interview The King of Bling ... Corey "Heat" Seckerson.

NEXT MEETING

12-21

VOCATIONAL CENTER

7:00

Don't forget, if you want to have your business card posted in the "RUMBLER" please send your card and a check for \$25.00 to Jamestown Classic Car Club, 1013 5th Avenue SW, Jamestown North Dakota 58401. All the money goes to the club to help with postage costs of sending you the monthly "RUMBLER" magazine.

Miss an issue of "RUMBLER" Magazine? Call Skovy with your E-Mail address and receive the issue you missed via E-Mail. "RUMBLER" on file:

October 2010

Don Yenko

November 2010

Bob Tasca

December 2010

Mark Donahue, Scott Bintz

The "RUMBLER" magazine is a collection of stories from various magazines, internet sites, and club members. Any opinion express or implied is not that of the Jamestown Classic Car Club or any of their members, but of those whose name is associated with the stories.

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TUESDAY 12-21

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