Swanks News

Swanks Car Club
Swanks Newsletter

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Moorhead Cruise Nite





Sorry, grampa put the hot rod away for the winter.



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Moorhead Cruise Nite

Photos Ron Dahley

Moorhead hosts a monthly car show at Minnesota Community and Technical School in Moorhead MN. They have a good turnout each month and have food trucks and live music.



























HAPPY THANKSGIVING SWANKS





Twas the night before Christmas and I was so bored,



There wasn't a trace of a Chevy or a Ford.
The presents were wrapped and the lights were all lit,
So, I figured I'd mess with my Dodge for a bit.
I popped the release and I lifted the hood,
When a deep voice behind me said "looks pretty good."
Well, as you can imagine, I turned mighty quick,
And there, by the workbench, stood good ol' Saint Nick!
We stood there a bit, not too sure what to say,
Then he said, "don't suppose that you'd trade for my sleigh?
I said, "no way, Santa" and started to grin,
"But if you've got the time we could go for a spin!"
His round little mouth, all tied up like a bow,
Turned into a smile and he said "Hey! Let's go!!"
So as not to disturb all the neighbors' retreat,
We pushed the Charger quietly into the street,
Then, taking our places to roll down the hill,
I turned on the key, and I let the clutch spill.
The sound that erupted took him by surprise,
But he liked it a lot, by the look in his eyes.
With Hoosiers a' crying and side pipes aglow,
We headed to Summit, where the hot rodders go.
And Santa's grin widened, approaching his ears,
With every up shift, as I went through the gears.
Then he yelled "can't recall when I've felt so alive!"
So, I backed off the gas and said "you wanna drive?"
Ol' Santa was stunned when I gave him the keys,
When he walked past the headlights he shook at the knees!
Then the big block exploded with side exhaust sound!
Santa let out the clutch and the tires shook the ground!
Power shift into second, again into third!
I sat there just watching, at loss for a word,
Then I heard him exclaim as we blasted from sight,
"Merry Christmas to all.....what a great night!!!"





Glyndon Days Car Show

Photos/words Ron Dahley

The Glyndon Days car show seemed well attended, good weather looked like a good time as I slowly cruised into the Glyndon park with Lloyd, my 49 Chevrolet pickup. When I got out of the truck with my camera, I witnessed car owners and spectators gathered by the covered picknick area with somebody on a microphone. I got there a little late and assumed they were handing out trophies or door prizes, and I wasn't interested as I wanted to check out the cars and take a few photos. While I was busy minding my business the crowd was dispersing and some of the folks were muttering and shaking their heads. I thought that was a little unusual, so I asked a guy walking by what was happening and he responded with they are kicking us out! What I responded and he and others told me that the Glyndon police chief and a few officers had shut the whole car show down because they found someone with a beer. The person told the police that they would hand out prizes and shut the show down and the police said ***NO it's over now! and pulled the plug on the microphone.*** What do you think?







A photo of the "hellions" disrupting the peace at the Glyndon MN park



















Ted Talk with Ted Bryans



I want to take a minute to encourage all Swanks members to attend the North Dakota Street Rod Associations annual meeting and Christmas party. The associations meeting will take place in Jamestown ND on November 21st. Many of the Swanks already belong to NDSRA, if you don't It is easy to sign on. You can always contact me or just attend the meeting and you can join there. The membership fee is really cheap, and you get a bi-monthly newsletter that keeps you up to date on what's going on with street rodding in North Dakota. Join NDSRA and meet street rodders from across the state we are a good group of guys and gals! I would like to see all Swanks members join up with NDSRA it strengthens our state association, and I think it would be beneficial to the Swanks car club.

On a recent road trip. I was able to go to the **INEX Legends dirt national finals** in Lawrenceburg, Indiana for the weekend. INEX is the official sanctioning body for U. S. Legend Cars international. My good friend's nephews were racing and their friends as well. The track has been in operation for over 75 years. It was a lot of fun to be in the pits and hang out and meet new people from all around the country. And make new friends in the process.









Buffalo Wild Wings Car Show

Photos/words Ron Dahley

Buffalo Wild Wings in Moorhead MN hosts a monthly car show in the summer months. Greg Magnan, a Valley Vintage car club member heads up this show that brings in some really cool cars. Buffalo Wild Wings offers a special so one can get some food and drink at a reasonable price. This show offers lots of bench racing and car people keep coming back and friendships are developed.


















"Run Run Rudolph" written by Chuck Berry but credited to Johnny Marks and M. Brodie due to Mark's trademark on the character 'Rudolph. Berry discovered that the name Rudolph was trademarked by Johnny Marks. Marks sued and consequently was given a songwriting credit although he "had nothing to do with the song". Berry also said that M. Brodie did not exist, but was a pseudonym created as a "scheme to make more money for Marks and his publisher".

Berry's 1958 release gives credits to "C. Berry Music -- M. Brodie". All subsequent cover versions of the song credited Marks and Brodie, published by Mark's St. Nicholas Music!!

The initial release peaked at No:69 on the Billboard Hot 100 charting in December 1958. Sixty years later the single re-entered the Hot 100 peaking at No:10 on January 2nd, 2021. Following its third re-entry, becoming Berry's third top-ten hit. In doing so, it broke the record for the longest climb to the Top 10 since it's first entry in December 1958, at 62 years and two weeks!!!

When Chuck Berry was inducted into 'The Rock 'n' Roll Hall of Fame' as one of the original ten 'Rock 'n' Roll artistes during the ceremony on January 23rd, 1986, he performed "Johnny B. Goode" and 'Rock 'n' Roll Music"' backed by Bruce Springsteen and the E Street band.

The Hall of Fame included these songs along with "Maybellene" in their list of 500 songs that shaped Rock 'n' Roll.

Charles Anderson Edward Berry.

Kindred Days Car Show

Photos Ron Dahley







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American Legion Car Show Moorhead MN

Photos/words Ron Dahley

Rick Weaver a long-time member of the Valley Vintage car club and an all-around nice guy did most of the leg work for the American Legion car show in Moorhead MN. There were at least four other car shows in the area that day, even so, this show attracted a good number of cars. This is the Legions 18th year hosting this show, they provided a band and of course their club house was open for good food and drink.














Engines



Buick was the brand your grandfather drove. Then they built an engine that would out torque a hemi. The Stage 1 455 wasn't about horsepower numbers on paper. It was about torque-510 ft lbs. more than any muscle car engine at the time, including the Hemi and the LS6.

Buicks engineers weren't chasing bragging rights They were solving a different problem: how do you make a heavy, comfortable, full frame car launch like a dragster without redesigning the entire chassis. The answer was low-end grunt so massive that RPM barely mattered.

The stage 1 package added a high lift camshaft, a specific carburetor calibration, and revised valve springs, all aimed at maximizing torque delivery in the lower and mid RPM range rather than chasing a high-revving powerband. Car Life tested a GSX Stage 1 and recorded a quarter-mile time that beat factory tested LS6s and Hemi Road Runners of the same year, despite Buick's engine being rated lower on paper.

The reason was simple, off the line, torque wins. The GSX did not have to rev to make power-it already had it at idle. Buick made the GSX in small numbers, positioned as a halo car rather than a volume seller, mostly finished in Saturn yellow or Apollo white with black stripes to separate it from the brands usual luxury image.

Fewer than 700 GSX Stage 1 cars were built in 1970, making it one of the rarest true muscle cars from a manufacturer. Today a documented GSX Stage 1 can sell for $90,000 to $150,000.

The quiet luxury brand built the hardest - launching muscle car of 1970, and almost nobody outside Buick's engineering department saw it coming.

Fun Fact



Ford put 610 feet of wiring in one car just to fold the roof. The 1057 Skyliner's retractable hardtop needed 4 electric motors, 4 screw lift jacks. 10 solenoids, 8 circuit breakers and 4 separate locking mechanism's, all sequenced to fold a full steel roof down into the trunk in under a minute. The system cost Ford $2.2 million to develop. Originally for the Lincoln Continental. It swallowed the entire trunk. Ford sold 20,766 of them in 1957. The Skyliner was produced for three model years 1957 through 1959.



Kindred Days Car Show Continued...










HISTORY LESSON

Wheels of History



Most people's Trans Am knowledge is built entirely around the 1969 or 1970 version: the ones everyone agrees were the "real" muscle cars before emissions rules killed everything fun. What gets skipped is that by 1978, while every other manufacturer was gutting horsepower to survive fuel economy standards, Pontiac built 93,341 Trans Ams that year and the factories could barely keep up.

The optional W72 package pushed the 400 cubic inch V8 to 220 horsepower, and it came paired with a four-speed manual and Hurst shifter for buyers who actually wanted to drive it hard. Sales the year before had already hit 68,745 units, boosted partly by Smokey and the Bandit, but the car was genuinely selling itself before the movie ever came out.

Collectors who wrote off the late-'70s Trans Am as "the disco era muscle car" missed that it was the last iteration of the second-generation Firebird body, and the one - year Pontiac managed to out-sell and out-muscle nearly every competitor still standing in a market that had mostly given up on performance.





Feature Car

Just Cool Old Cars

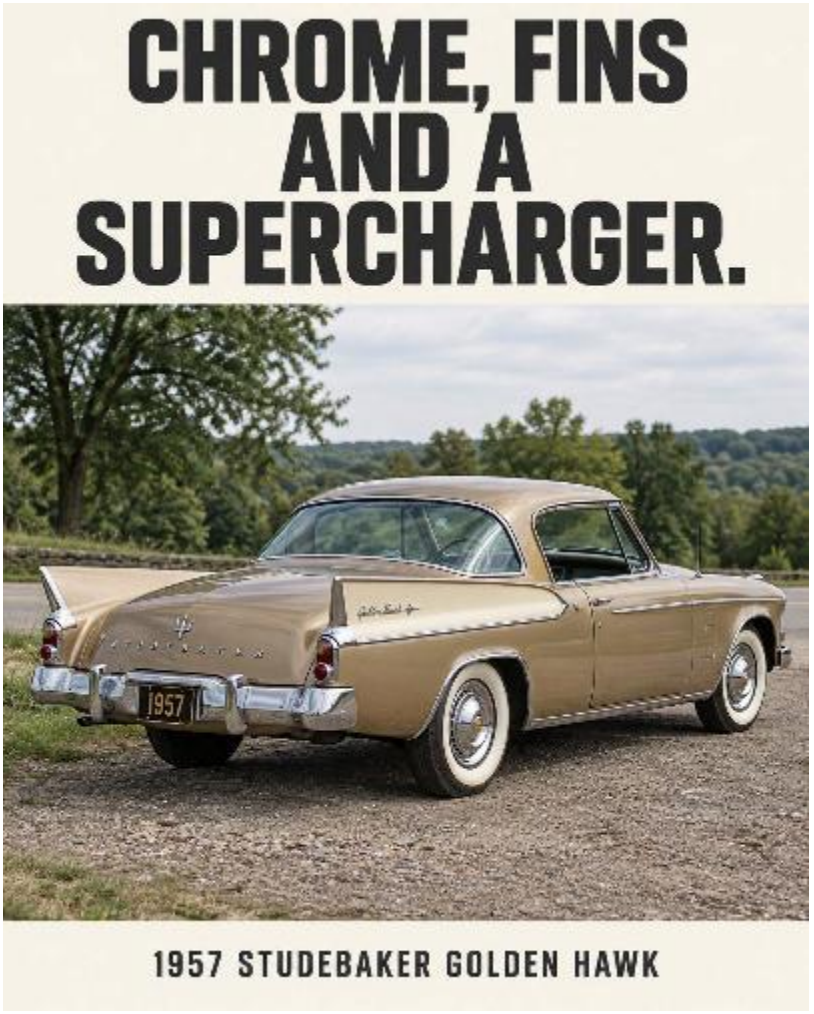
A factory-supercharged V8. In 1957. From Studebaker.

The Golden Hawk wore chrome, tailfins, and two-tone paint—but the interesting part was under the hood.

For 1957, Studebaker replaced the previous year's 352-cubic-inch Packard V8 with its own smaller 289 and a supercharger. The advertised horsepower stayed at 275.

Smaller engine. Same number. A very different way of getting there.

Imagine explaining that to someone who thought a Studebaker was just an old car their grandfather drove.



A garage isn't a building. It is a sanctuary where broken things and sometimes broken people get rebuilt.

Fun Fact

The Hudson Hornet won on NASCAR's early tracks with a 308 cubic inch flathead six, while the competition was switching to overhead valve V8s, and Twin H-Power made it a legend.





Patio Bar Car Show Chaffee ND

Photos/words Ron Dahley

Swanks friend Rick Jackson hosted his 2nd car show in Chaffee ND. Many of the Swanks members made the journey to Chaffee to hang out and look at some cool cars, bench race and get some good food and drinks.























What's the Diff?

The 67-69 Camaro Spotter's Guide

Have you ever had a friend who could just look at a car and tell you what year it was? Sometimes it's easier to tell the difference when you have more than one vehicle right in front of you, but when you only have one car there, how can you tell what year it is?

It's not always going to be easy, though, and sometimes the VIN is the only way to determine the actual year, because visual clues occasionally get carried over to the next year, or the car has been modified. Barring any custom work or modifications, our Spotter's Guide Series will help you identify popular muscle cars.



The 1967 and 1968 Camaros look almost identical, as they share the same body. But there are some clues to help distinguish the two years. The 1967 will have a vent window, but there isn't one on the 1968. The front turn signals in the grille are round for the 1967, and rectangular for the 1968. Side markers were added to the fender and quarter panel for 1968.





From the rear, the tail lamps appear to be a single lens for 1967 and are separated for 1968. Again, the side marker lamps are new for 1968, so you won't find them on the 1967.





The 1969 Camaro changes body style drastically while still being a first gen. The headlights and grille have a unique design, with the front signals removed from the grille area and mounted in the lower valance.
Along the side, you can see a body line that rolls off the wheel openings, front and rear, and on the quarter, panel are three 'gills' in front of the wheel opening.
The rear lamp will be three sections with a vertical separation, and the reverse light smaller inside the middle lens.







Swanks Drive Carefully



"Nothing is particularly hard if you divide it into small jobs"

Henry Ford

Ron's Helpful Hot Rod Tips



Upcoming Events

Jan. 23-24 Hot Rod Junkies Valley City ND

Feb 12-14 Topper's Car Show Sioux Falls SD

March 6-7 El Zagel Dusters Car Show Bismarck Convention Center Bismarck ND

March 20-21 Motorhead Madness Duluth Convention Center Duluth MN

April 2-4 Topper's Car Show West Fargo ND

April 17-18 Prime Steel Car Show Grand Forks ND

April 24-25 Valley Vintage Car Show West Fargo ND

May 1-2 Spirit of America Car Show Grand Forks ND

May 8 Bazin Cruisers Car Show Williston ND

July 22 Swanks Car Show Casselton ND 5-9

