LOOKING TOWARDS THE FUTURE:

Written by Skovy

2014. is it really 2014? Wonderful! That means that in 3 months I’ll be working on my collector & race cars again. Amazing as I sit here in 21 below weather I’m thinking of ways to keep my race car from overheating when it’s 80 degrees in Sabin.

Anyway, we had a blast at our Awards banquet in December. 59 guests were in attendance and $2300.00 was raised from the
live auction. That money went a long way to pay off 2013 debts and have money left over for 2014 activities.

There are a handful of events that are planned for 2014. One that IS going to happen is “Around North Dakota in 3 days”. Sound easy? Well, this rally is done whereas no 4 lane highways can be used. North Dakota is a big state and this will be a fun cruise. Plans are for July 2014. Hope you rods are ready!

Want to talk about a “Spring Fling” party. I’m in discussions with a Glenn Miller style band whereas a dance contest and a great night of entertainment will be on the events.

2014 rallies and the Spring Fling will be discussed at our next meeting at the Quality Inn. January 14 at 7:00. Come on up and enjoy the fun.

Come on spring!

Membership Birthday:
January

Martha Tracy 01/02
Della Dewald 01/07
Jake Jacobson 01/07
Dick Van Fleet 01/16
Ruth Johnston 01/19
Judy Brueske 01/20
Brian Kamlitz 01/24
Kevin Theole 01/25
Larry Krein 01/29

Miss your birthday? Please contact me at 701-202-7067 whereas I can update your records.

Searle Swedlund
Executive Director

You are the car you drive.

If you are what you eat, it begs the question, are you what you drive? It goes without saying; the car you drive makes a statement. For example, it can define your stage in life. A friend of mine once told me the only people who drive red, two door cars are women in high school/college and those over the
age of 40. For some people, it can define your hobbies. Pay attention the next time you shop at Gander Mountain or REI. Sometimes they define the function of getting from point A to B, and we all have been behind the rusty number wondering if the engine is burning more oil than gas. Whether we embrace the notion or not, people take on the image of what they drive.

As a metaphor for cars, Buffalo City Tourism is currently working to determine the right car for Jamestown. One of the important tasks presented to us is determining the image and communicating the message of visiting the Jamestown community. It is an important and difficult task.

The first thing Buffalo City Tourism did was assess what are the assets of the community. Is it a buffalo, the car club, great people, history, beautiful water and/or the picturesque landscape? We take it for granted, but we have plenty of great things in our community. Once we assessed these assets, we need to research how to package them and attract great customers. A way to think about it, which customers are best for our community? The big families with their minivans who stop over for gas and a selfie in front of the big guy? Or the bird watcher in their Subaru’s who “flock” from state to state to add to their list of birds? The variety of people is as diverse as the cars that we drive.

With good information Buffalo City Tourism can target the people who will come to Jamestown to visit, spend money, and perhaps join our community in the future. We believe in this place and the people who make it great. And we are excited in the coming months roll out a new message for the Jamestown community.

For more details on these and other upcoming events, see the calendar in this newsletter or visit our new website at www.tourjamestown.com!

Searle Swedlund, Executive Director, BCTF
It certainly has been cold here in North Dakota these past few weeks. The state has had below zero temperatures, unbelievable wind-chill temps causing churches and schools to close, and horribly icy roads. When I first moved to ND I was told, “If you don’t like the weather, just wait five minutes, it will change.” Another told me, “Summer is great here in North Dakota, it is the nicest weekend of the year.” All kidding and joking aside, North Dakota is neither for wimps nor for the faint of heart. Though it may be a cold state in which to live, the hearts of the people are surely warm.

So, yeah, okay, I wimped out this winter, at least for a while. I went to Texas for the FCS Football game to see and support the NDSU Bison (sorry Sioux fans) who won their third straight championship by beating Towson. I was so proud of North Dakotans when I was in Texas. Not because we won the State Championship, but for the solid showing of support for the college. I was proud too of the way we conducted ourselves and the way we behaved while being a guest. Even the police officers were seen “high-fiving” Bison fans! It was a great experience...

But you know, though it wasn’t cold by North Dakota standards, it was cold. There were below freezing temperatures with a wind that rivals our great state. However, game day was great...62 balmy degrees. I almost drove the rented mini-van around Frisco wearing a t-shirt with my arm hanging out of the window while cruising around looking for a burger joint. (Unfortunately, we never stopped at “Whataburger” to try their fare.)

When we got back into Minnesota and picked up the Denali to drive home I was wondering if it would start after sitting outside in frigid temperatures for a week. Please, GMC don’t fail me now! Hit the astro-start button, and whirrrrrrr, it started right up! What an awesome thing it was to hear the rumble of that 6.2L tuned dual exhaust. One of the belts wasn’t too happy though. It squeaked and squeaked while some other parts groaned under the cold. I sat on the cold, hard, leather seats and cranked up the butt warmers and the defroster, dialed in the cabin temperature, and away we went heading back to ND. There is nothing better than good ol’ American ingenuity.

During the winter, do you miss driving your street rod, muscle car, or bike? Do you miss spring and summer? For me, yes, on both counts. Perhaps that is
God’s way of keeping us looking forward and not losing hope through the darkness of winter. Though it is cold, and everything is dormant and/or dead, there is new life looming ahead. The sun will come out and melt the snow, the grass will turn green, and the trees will have leaves. And best of all, the pavement will get hot and really hook the tires! This hope, this warmth, comes from God. It not only warms the earth but warms our hearts as well.

It is my sincerest hope that you had a fantastic Christmas. I hope you enjoyed the season, your friends and family, and enjoyed all the food that was prepared by loving hands. If so, then know that God has blessed you with gifts that are priceless and not some cheap material possession from Walmart. Though it was winter, I hope you felt special warmth.

This Christmas “hope”, Jesus, warms our hearts and souls. Though our cars don’t have souls like we do, our God loves us enough to give us cars that some would argue do have “soul”, but not the Kia kind.

Now I am at the end of my article, winter is coming to an end, the year has ended, and we are straining with hope towards the “new” that is coming. May God give you such a hope and joy that the winter in your heart will melt and give way to new life and warmth? May you face the New Year with hope, peace, joy, warmth, and all that you need?

If you have ever watched the Canadian television program Red Green, he would say at the end of the show, “Keep your stick on the ice.” During the winter, I want to say to you, “Keep the tires on the road, and your tongue off the sheet metal.” As always, if you disagree with this article, or are offended by it, blame Skovy. But if you like it, send him an email. Oh, by the way, send him an email anyway to thank him because he doesn’t get paid to do any of what he does for the club. Keep on cruising! Blessings to all of you.

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2015 CORVETTE Z06 SPECS LEAKED ON GM’S FASTEST CAR

The grand unveiling of the 2015 Corvette Z06 might’ve come a bit early for GM. Set to debut at the North American International Auto Show in Detroit next week, Monday, January 13; the 2015 Corvette Z06 flashed some specs today.

The horsepower and torque for the Z06, known as GM’s most powerful production car, were...uh...released today in what was either a metadata slip or a coy publicity move. Or both.

A year ago at the show, GM oiled the publicity wheel for the release of the audacious 2014 Corvette Stingray, the seventh generation of the venerated American sports car.

But the Z06 is a very special Corvette. It is the fastest car made by GM.

Consider:

The last iteration of the Z06 had a 7.0-liter V8 engine that makes 505 horsepower and 470 pound-feet of torque. 7 liters? That’s major displacement, like continental tectonic plate displacement. The fastest Corvette ever produced by GM got 0-60 mph times in an organ
busting 3.5 seconds. There are cars that have gotten under 3 seconds but at 3.5 you can still lose your stomach. Point is, it's fast and speed freaks have been drooling for numbers.

This morning, they got it: 620 horsepower and 650 pound-feet of torque. The info appeared on the metadata, which is the text description below the title and URL of a search. It currently reads:

"The 2015 Corvette Z06 is the most advanced Corvette ever made. Read more about Chevy's supercar here."

Earlier, according to a screenshot taken by Manoli Katakis, who blogs as GMauthority.com, the metadata read: "With 620 horsepower and 650 lb-ft of torque, the 2015 Corvette Z06 is the most advanced Corvette ever made. Read more..."

Shrewd digital PR play or mistake doesn’t matter. If it’s accurate, this thing is a beast.

1969 Ford Torino Talladega Story

The Ford Torino Talladega was a car produced by the Ford Motor Company during the first few weeks of 1969, only. Ford's Talladega was named after the Talladega Superspeedway racetrack in Alabama, which also made its debut in 1969. The Ford Talladega was a special, more aerodynamic version of the Ford Torino / Fairlane Cobra. It was produced specifically to make Ford even more competitive in NASCAR stock car racing, and it was sold to the public only because homologation rules required a certain minimum number of cars (500 in 1969) be produced and made available for sale to the public. It is believed that a total of 754 Talladega’s may have been built, although the Talladega/Spoiler Registry can only account for a maximum of 750. This number includes all prototypes, pilot cars, and production cars built, plus a special post-production car that was built for the president of Ford Motor Company, Semon Emil "Bunkie" Knudsen, in March 1969. The Bunkie Knudsen car was significantly different from all of the homologation cars with regard to options and color. This Talladega was even built at a different plant: Ford's Lorain, OH plant on March 20, 1969. However, all production examples were constructed during January and February 1969 at Ford's Atlanta, Georgia plant. All production homologation cars produced after the pilot cars were built between January 21 and February 28. (According to the Talladega/Spoiler Registry's records, Talladega number 502 was actually completed on January 31, and then the last 247 homologation cars were built between February 14 and February 28, following a 2 week break in production.) It is unknown as to why Ford built an "extra" 247 homologation cars, once the homologation requirements had been met during the initial run, as it is thought that Ford lost several thousand dollars on every Talladega that was built.

A largely equivalent vehicle was also produced under the...
The 1969 Ford Talladega was based on the Fairlane Cobra "Sports roof" (Ford's trade name for a fastback) 2-door hardtop. To make the car more aerodynamic at high speeds, a sleeker front section (whose design and construction is often attributed to the Holman-Moody race team's shop) was added. Regular production Fairlanes and Torinos had a then-fashionable inset grille and headlights, which fared poorly in the wind tunnel. The Torino Talladega replaced this nose with one that extended the car's length by about six inches, with a flush-mounted grille on a more aerodynamic front end. The close-fitting bumper was actually a rear bumper that had been cut, narrowed, V'ed in the center, and filled on the ends to create a crude air dam, further improving the aerodynamics of the car at high speeds. In another well-kept secret design move, the rocker panels of the Talladega were reshaped and rolled to allow Ford teams to run their racing cars about an inch closer to the ground while staying within NASCAR rules; this also greatly enhanced the top speed of the car by lowering its center of gravity, and further reducing its wind resistance. The cars were also equipped with an engine oil cooler, a power steering oil cooler, special offset rear shocks, a 3.25:1 Ford 9 inch 31 spline nodular open rear end, and most surprisingly: a heavy duty C-6 (cast iron tail shaft) automatic transmission that was column shifted. These other special performance parts were normally only available when ordering a "drag pack car" which would have been equipped with a 4 speed and a limited slip rear end. Also unique to the Talladega was the presence of competition black hoods and rear tail panels on all production cars, as well as the only interior offered: black vinyl and cloth with a front bench seat...

Racing versions of the car were initially fitted with the Ford FE 427 side oiler engine that had been Ford's main racing engine since 1963. Later in the season, the Ford Boss 429 engine was used by many of the teams, after it had finally been declared "officially homologated" by NASCAR president, Bill France. Ironically the Boss 429 engine was actually homologated in the 1969 Ford Mustang Boss 429. In a very unusual move, Ford homologated the engine separately from the car in which it was to race. Many experts think this may have been done in order to get the bodywork of the Talladega officially homologated at the beginning of the 1969 race season, as the Boss 429 was not yet in production in sufficient numbers to homologate it. All production Talladega's were actually equipped with the new Ford 428 Cobra Jet, which, while very powerful and reliable, was intended as a street engine for Ford's muscle cars, as it developed high torque at low RPMs, rather than being a high revving race engine.

The only option actually offered on the production vehicles was the color; choices were: Wimbledon White (286 built), Royal Maroon (258 built), or Presidential Blue (199 built). (Note: All production Talladega's are believed to have been built...
The Torino Talladega did exactly what Ford hoped it would do on the racing circuit: it won 29 Grand National races during the 1969 and 1970 NASCAR seasons - far more than any other model. Further, it won the 1969 NASCAR Manufacturer's Championship with David Pearson winning the Driver's Championship, and it won the 1969 ARCA Manufacturer's Championship with Benny Parsons winning that Driver's Championship.

Chrysler's initial competitor was the Dodge Charger 500, which proved to be aerodynamically inferior to the Talladega, especially on the high banks of NASCAR's super speedways (tracks of a mile or more in length). After realizing that Ford's Talladega (and its sister ship, the Mercury Spoiler II) were much more effective as race cars, Dodge went back to the drawing board to create the Dodge Charger Daytona, which managed to win a total of 6 races during the 1969 and 1970 NASCAR seasons. Ironically, in 1969 a Dodge Charger Daytona won at Talladega, and a Ford Torino Talladega won at Daytona. (At the inaugural race at Talladega, in 1969, all of the top names had left on Saturday night, before the race, due to a strike by the Professional Drivers Association.) Of course, having the best talent driving the best cars was also a factor during the aero wars years (1969 and 1970). In an effort to get their star driver, Richard Petty, back after he had defected to Ford in 1969, Plymouth built the Plymouth Superbird in 1970. (Richard Petty had finished 2nd in NASCAR's Grand Nationals in 1969, driving a Ford Talladega.) Plymouth's Superbird was intended to be more effective competition for the Talladega/Spoiler II, and to some extent it was, as it matched the Spoiler II's success on the track with 8 NASCAR wins. All of the Superbird's wins came in 1970, which allowed Plymouth to recapture the championship in NASCAR (and in ARCA). (Note: in 1970, NASCAR bumped its homologation requirements, which meant that Plymouth had to actually build nearly 2,000 Superbird’s, rather than just 500; thus, Plymouth paid very dearly for the Superbird's 8 NASCAR wins in 1970, in order to take the 1970 NASCAR championship.)

One other important footnote: 1969 was Ford's last year of factory involvement and/or support in racing of any kind for several years. Following Congressional hearings in which they were questioned about the R&D costs of racing vs. improving fuel economy and safety, Ford completely abandoned all of their racing programs, starting with the 1970 season. Subsequently, most of the NASCAR and ARCA race teams that were running Fords continued to run their 1969 Talladega’s in 1970 without any factory support, when it became apparent that their Talladega’s were aerodynamically superior to the 1970 Torinos that Ford had intended to be the Talladega's replacement. After the 1970 season, NASCAR effectively banned the “aero cars” by restricting all five of these limited aero "production" cars to having to compete with...
engines no larger than 305 cubic inches of displacement (vs. the 426, 427, & 429 inches that the other cars could run), and the competitive history of the Talladega (and its fellow aero warrior rivals) was essentially over.

Today, a Torino Talladega is a very collectible car. It was a special purpose built vehicle (some have even called it a "showroom race car") with a very strong racing history, with major links to the NASCAR teams of 1969 that achieved great success during the Aero Wars. Those few examples that still exist today do so in very limited numbers. Ironically, for some reason, until recently, their values had not risen nearly as high as the Mopar "aero cars" in spite of their rarity and their great track successes during the pinnacle of stock car racing (the aero wars years). Some experts have assumed that this was due to the sheer outrageousness of the Dodge Charger Daytona and the Plymouth Superbird, with their bolted on huge rear wings and nose cones; as the MOPAR winged cars' prices had eclipsed the far more subtle, and aerodynamically integrated, bodywork of the Ford Torino Talladega and its sibling, the Mercury Cyclone Spoiler II. Regardless, most experts still consider the Talladega's and the Spoiler IIs to be much undervalued; but, in 1969 (and overall during the two years of the aero wars) Ford's Talladega's (and Spoiler IIs) owned the high banks of NASCAR and ARCA.

1969 MERCURY CYCLONE Spoiler II

The Mercury Cyclone Spoiler II was a car produced by the Mercury Division of Ford Motor Company in early 1969. The Mercury Cyclone Spoiler II was a special, more aerodynamic version of the Mercury Cyclone. It was produced specifically to make Mercury even more competitive in NASCAR stock car racing, and was sold to the public only because homologation rules required a minimum number of cars (500 in 1969) be produced and made available for sale to the public. All production examples were constructed during the first few weeks of 1969.

The Mercury Cyclone Spoiler II was built in only two trim packages: The Cale Yarborough Special - a white car with red interior and exterior trim, and the Dan Gurney Special - a white car with blue interior and trim.

The 1969 Mercury Cyclone Spoiler II was based on the Mercury Cyclone "Sports roof" (Ford's trade name for a fastback) 2-door hardtop. To make the car more aerodynamic at high speeds, a sleeker front section was added. Regular production Mercury Cyclones had a then-fashionable inset grille and headlights, which fared poorly in the wind tunnel. The Mercury Cyclone Spoiler II had this nose replaced with one that extended the car's length by about six inches, with a flush-mounted grille from a Ford Cobra, identical to the grill used on the Ford Torino Talladega giving it a much more aerodynamic front end. The close-fitting bumper was actually a rear bumper from a 1969 Ford Fairlane that had been cut, narrowed, V'ed in the center, and filled on the ends to create a crude air dam, further improving the aerodynamics of the car at high speeds. In a well-kept, secret design move, the rocker panels were reshaped and rolled to allow Mercury teams to run their racing cars about an inch closer to the ground while staying within NASCAR rules; this also greatly enhanced the top speed of the car by lowering its center of gravity, and further reducing its wind resistance. All production (homologation) models of the Mercury Cyclone Spoiler II were equipped with a
351 Windsor engine, automatic on the column, and front bench seat.

Racing versions of the car were initially fitted with the Ford FE 427 side oiler engine that had been Ford's main racing engine since 1963. Later in the season, the Boss 429 engine was used by many of the teams, after it had finally been declared "officially homologated" by NASCAR president, Bill France. Ironically the Boss 429 engine was actually homologated in the 1969 Ford Mustang Boss 429. In a very unusual move, Ford homologated the engine separately from the car in which it was to race. Many experts think this may have been done in order to get the bodywork of the Mercury Cyclone Spoiler II officially homologated at the beginning of the 1969 race season, as the Boss 429 was not yet in production in sufficient numbers to homologate it.

The Mercury Cyclone Spoiler II was very successful on the racing circuit: winning 8 Grand National races during the 1969 and 1970 NASCAR seasons - matching the total number of wins recorded by the 1970 Plymouth Superbird. (Note: in 1970, NASCAR bumped its homologation requirements, which meant that Plymouth had to actually build nearly 2,000 Superbird's, rather than just 500; thus, Plymouth paid very dearly for the Superbird's 8 NASCAR wins in 1970, in order to take the 1970 NASCAR championship.)

One important footnote: 1969 was Ford's last year of factory involvement, and/or support, in racing of any kind for several years. Following Congressional hearings in which they were questioned about the R&D costs of racing vs. improving fuel economy and safety, Ford completely abandoned all of their racing programs, starting with the 1970 season. Subsequently, most of the NASCAR and ARCA race teams, running Mercury's, continued to run their 1969 Mercury Cyclone Spoiler IIs in 1970 without any factory support, when it became apparent that their Spoiler IIs were aerodynamically superior to the 1970 Mercury's that Ford intended to be their replacement. After the 1970 season, NASCAR effectively banned the "aero cars", by restricting all five of the limited aero "production" cars to having engines no larger than 305 cubic inches of displacement (vs. the 426, 427, & 429 inches that the other cars could run), and the competitive history of the Mercury Cyclone Spoiler II (and its fellow aero warrior rivals) was essentially over.

Today, a Mercury Cyclone Spoiler II is a very collectible car. It was a special purpose built vehicle (some have even called it a "showroom race car") with a very strong racing history, which achieved great success during the Aero Wars. Those examples that still exist today do so in very limited numbers. Ironically, for some reason their values have not risen nearly as high as the Mopar "aero cars", in spite of their rarity and their great track successes during the pinnacle of stock car racing (the aero wars years). Some experts have assumed that this was due to the sheer outrageousness of the Dodge Charger Daytona and the
Plymouth Superbird, with their huge rear wings; as the MOPAR winged cars’ prices have eclipsed the far more subtle bodywork of the Mercury Cyclone Spoiler II. Regardless, most experts consider the Mercury Cyclone Spoiler IIs (and the Ford Torino Talladega’s) to be much undervalued by comparison; but, in 1969 (and over the two years of the aero wars) Mercury’s Cyclone Spoiler IIs and Ford’s Talladega’s owned the high banks of NASCAR and ARCA.

"NASCAR mandated that at least 500 of these hand built extended nose cars had to be manufactured. According to some rumors Mercury built only 351 out of a reported 503 units. How could they have done this? As the story goes they built 351 extended “D” nosed cars; parked them in the front and on the edges of a parking lot; took 152 regular “W” nosed Cyclone Spoilers and parked them in the middle of all the Spoiler IIs in the parking lot. When NASCAR counted the cars they just never looked closely enough at the cars in the rear! However, it must be known that the Marti Report states that 503 Spoiler IIs were manufactured."

The legend goes: When NASCAR indicated they would be coming to count cars, Mercury was way behind in production. As a last-ditch, "What do we do now?" solution, someone mandated that 152 regular ("W" nose Mercury Cyclones) be painted up in Spoiler colors and trim. If you examine the handful of Mercury Spoilers (the "W" nose models), you will find that they represent quite a cross section of engine and interior options. Some are automatics, some are stick shifts, some are big blocks, some are small blocks, some have front bench seats, and some have front bucket seats. This gives a great deal of credibility to this particular rumor.

Everyone is gearing up for this years’ annual “Winter Wheels Car Show” to be held at the Jamestown Civic Center on Saturday February 8th, with setup and registrations beginning Friday the 7th. This is usually the first car show of the season in the area and it has been successful in that all we car fanatics who have cabin fever want to get their vehicles out for that mid-winter start-up and polish. This years’ event will feature “TWO 1956 CONTINENTAL MARK II’s” (weather obliging). The Club will have a special meeting for preparations on Tuesday, January 14th. All members are advised to look for your e-mail about this upcoming meeting to be held at the Jamestown Vocational Center on 12th Ave NE. Let’s have a good turnout to make this years’ show a hit, as we have had in the past. The Club’s regular meeting is also scheduled to be held at the same location on Tuesday January 28th. Everyone is welcome to attend and/or join the club, with dues being only $20 a year per single person or per couple. For further information and pre-show registration please contact President Jack Meikle (701-252-4246 or 701-320-4246) or e-mail at Jamestown-classic-car-
Around Mill Hill is going to be a monthly evaluation of area businesses. If you are a paid member of the JVSM and would like to take part in this program, please let me know Skovy@donwilhelm.com and I will add your name to the list.

Last month, Ron Schauer, Jr., Cindy Schauer, Bob Lulay, Alma Lulay, Craig Gaier and Skovy went to Frontier Fort Restaurant & Lounge right here in Jamestown and evaluated the service and food we received.

Mind you, this article is not written to slam and business, but it is written to make the public aware of services the Jamestown area residence are getting.

Evaluations are based on a 0 to 5 rating. A number 5 is the best rating and a 0 rating is area needing work. There is a total of 600 points to be scored. 40 points per line and there are 20 fields that are evaluated.

Again, these evaluations are not for the intention for getting anybody fired or to slam a business. It is a fact finding mission.

Frontier Fort Restaurant & Lounge

2 STARS OUT OF 4!

Appetizers were Combination Platter. Our Main Course was Ribeye Steak & Steak & Shrimp & dessert was Ice Cream.

MEET & GREET:
1. Convey the feeling that you were a valued customer: 24 points 80.00%
2. Seat you and deliver menus in a courteous manner: 23 points 76.67%
3. Was the staff properly attired? 23 points 76.67%

SERVER:
1. Suggest a beverage or specialty drink: 20 points 66.67%
2. Appear to be knowledgeable about the menu items: 26 Points 86.67%
3. Remain attentive throughout the dining experience: 25 Points 83.33%
4. Mention/Offer Appetizer? Options: 12 points 40.00%

APPETIZER:
1. Serve the soup or salad within a reasonable time: 21 Points 70.00%
2. Was the order correct, complete and properly prepared? 24 points 80.00%

ENTRÉE:
1. Were appropriate condiments served? 27 Points 90.00%
2. Check back to ensure that your meal was satisfactory: 26 Points 86.67%
3. Offer refills on beverage/drinks: 25 Points 83.33%
4. Was the order correct, complete and properly prepared? 25 Points 83.33%
**DESSERT:**
1. Mention/Offer Desert? Options:  
   - **16 Points 53.33%**
2. Was the order correct, complete and properly prepared?  
   - **22 Points 73.33%**

**GENERAL:**
1. Did they appear to be busy and efficient in their work?  
   - **27 Points 90.00%**
2. Were the tables properly bussed?  
   - **26 Points 86.67%**
3. Did the bartenders appear neat and professional in their appearance?  
   - **23 Points 76.67%**
4. Did the overall dining experience meet or exceed your expectations?  
   - **23 Points 76.67%**
5. Were there enough employees to take care of guests?  
   - **25 Points 83.33%**
6. **TOTAL POINTS:**  
   - **463 points 77.17%**

**EVALUATION:**

It's times like these where an evaluator can put a score of 77.17% on a restaurant and still be happy. The Fort (as it's known around Jamestown) puts out a meal that's totally fantastic! In their efforts to keep the aviance old style western actually puts a hamper on some of the surrounding during an evaluation. All the evaluators liked "The Fort" but one evaluator is handicapped and there is no access for a handicapped individual.

The staff was properly attired but maybe some kind of cool western theme outfit would be fitting. Enough said about our surrounding. It was clean and fun at "The Fort".

In a bar/restaurant surrounding one finds there are deep fried foods. It's surprising that most of the menu at "The Fort" is not from a deep fried nature. Steaks, Seafood, Prime Rib, Sandwiches all are on their menu. The menu has plenty to choose from (although there were plenty to choose from on the deep fried side also), but one has to appreciate their selection.

"The Fort" has been a long time Jamestown favorite. Good food. Good times.

"The Fort" Restaurant and Lounge, you evaluation is 2 stars out of 4. Congratulations!

**NEW CAR REVIEW:**

**2014 CHEVROLET CAMARO Z/28 PRICED AT $75,000**

The new Z/28 is offered in five exterior colors - Red Hot, Black, Silver Ice Metallic, Ashen Gray Metallic and Summit White. Only a single option is available: A $1,150 package that adds air conditioning and four audio speakers. The standard Z/28 package includes one speaker.

"The Camaro Z/28 is an uncompromising performer that's bred for the track – and every one of its unique components supports the goal of faster lap times," said Mark Reuss, president, General Motors North America. "It takes the Z/28 back to its racing roots and adds to the strong lineup of Chevrolet performance cars, including a revamped Camaro SS and supercharged ZL1, as well as the SS sedan, Corvette Stingray convertible and 2015 Corvette Z06, which we'll introduce at the North American International Auto Show next week."

The Z/28's unique exterior is designed like a race car to produce downforce that presses the tires against the track for greater grip - up to 1.08 g in cornering acceleration - and faster lap times. The aerodynamically optimized design helped the Camaro Z/28 log a lap on Germany's legendary Nurburgring road course that was four seconds faster than the Camaro ZL1's and beat published times for the Porsche 911 Carrera S and the Lamborghini Murcielago LP640.

*Story and photos by GM*

**DETROIT** - Chevrolet today announced the 2014 Camaro Z/28 will go on sale this spring with a suggested retail price of $75,000, including a $995 destination charge, but excluding tax, title, and license and dealer fees.
Power comes from the 7.0L LS7 engine, with dry-sump oiling, rated at an SAE-certified 505 horsepower (376 kW) and 481 lb-ft of torque (652 Nm). The engine is built by hand at the new Performance Build Center within GM's Bowling Green assembly plant.

A close-ratio six-speed manual transmission is the only transmission offered and power is distributed to the rear wheels via a Torsen limited-slip differential featuring a helical gear set, rather than traditional clutch packs, for optimal traction. The differential works in unison with Chevrolet's proprietary Performance Traction Management system, allowing drivers to adjust the level of throttle and braking intervention to match their capability and driving environment.

The Camaro Z/28 is also one of the first production cars fitted with race-proven, spool-valve dampers, which allow four-way damping control, enabling engineers to precisely tune both bump and rebound settings for high-speed and low-speed wheel motions. The wider tuning range also allows dramatically greater damper stiffness without a significant change in ride quality. Additional chassis changes include stiffer spring and bushing rates for improved cornering response.

Lightweight, 19-inch forged aluminum wheels and Pirelli PZero Trofeo R tires reduce unsprung weight by 49.6 pounds (22.5 kilograms) per car compared to the 20-inch wheels standard on Camaro 55 and ZL1.

The massive 305/30ZR19 PZero Trofeo R tires represent the first production-car application in the industry and are believed to be the widest front tire on any production car. To fully exploit their grip, the Z/28 also features Brembo Carbon Ceramic Matrix™ rotors and fixed, monoblock calipers. The large 394 x 36 mm front rotors are paired with six-piston calipers, while the 390 x 32 mm rear rotors are paired four-piston calipers. Compared to similar-size, two-piece steel rotors, the lightweight carbon discs save 28 pounds (12.5 kg) per car.

The combination of tire grip and braking power enable the Camaro Z/28 to achieve at least 1.5 g in deceleration. With standard front brake cooling ducts, the Z/28 is also capable of continuous track use.

**Interior details**

On the interior, the Camaro Z/28 features trim in a distinctive, matte-metallic finish called Octane, a flat-bottom steering wheel and Recaro seats with microfiber inserts. The seats feature aggressive bolsters for high-performance driving, as well as seat cutouts inspired by the five-point harnesses found on racing seats. To save weight, both front seats incorporate manual adjustment.

The rear seats of the Z/28 have also been modified for weight reduction. Nine pounds, or four kilograms, were saved by eliminating the seat-back pass-through, as well as using high-density foam in place of the rigid structure of the seat back and steel mesh of the seat bottom.

Additional examples of weight savings include:

- Elimination of the tire-inflator kit, except for Rhode Island and New Hampshire, where it is required by law
- Removal of some interior sound deadener, as well as trunk carpet
- Use of a smaller, lighter battery
- Thinner rear-window glass - 3.2 mm vs. the standard 3.5 mm
- Elimination of high-intensity discharge, or HID, headlamps and fog lights
- No air conditioning except as part of the single option package.

The Camaro Z/28 will be available to order in late January with the first cars delivered to customers in the spring. Rights to the first Camaro Z/28, VIN 0001, will be auctioned at Barrett Jackson Auction in Scottsdale, Ariz. on January 18.

The Z/28’s suggested retail price includes destination and freight charges, as well as the gas-guzzler tax.
Happy New Year to everyone, as the local Elks Lodge #995 started out with a full house of almost 200 people who came through our doors on New Year’s Day for the annual Tom & Jerry's and an array of snacks and live music, making it probably the largest crowd to date in our new facilities. Thank you everyone for making it a great day. Same can be said of the NDSU Bison championship game on the 4th, as our big screen TV’s played host to another packed crowd that watched the Bison do a three-peat for the National Championship. Everyone has sure enjoyed the relaxing setting in the “Woody's Porch” room with the new big screen TV, separate from the Bar area. The local “Coors Light Chili Cook-Off Contest” was also held the same day, with the winner “Dave Witzig” going on to Moorhead at a later date to compete at the next level. Go Dave!

Further activities to come are the “Elks State Hoop Shoot Contest” to be held at the Jamestown High School at 10am on January 25th, with the local area winners from the December 21st contest competing for the next level. They are Girls 8-9 yrs. old: Teagan Bosche, 10-11 yrs. old: Cora Wolsky and 12-13 yrs. old: Erin Haugen. The Boys are 8-9 yrs. old: Adam Kallenbach, 10-11 yrs. old: Kade Schumacher and 12-13 yrs. old: Trey Wiest. Good luck kids and everyone is welcome to watch the event.

The Elkettes are planning a “Soup'er Saturday” on February 1st (not all details in yet?) and the Sauna Club is planning a “Wild Game Feed” supper on February 21st, with tickets available at the Lodge or from several Elks members. Speaking of the Sauna Club, the construction of the new sauna and exercise room has been proceeding and we're looking forward to its’ completion in the future.

The Elks State quarterly meeting will also be held at the local Lodge this January 18th, with statewide Elks dignitaries attending presided by “State Elks President Frank DeBolt” of Jamestown.

Remember the Lodge is open from late afternoon until around 8pm, Monday through Friday and noon to 6pm on Saturday. Location is 324-2nd Ave SW, Jamestown, ND. Gift certificates are now available for the Clubhouse and the “Woody’s Porch” room (with full kitchen) is a great place for any of your party’s or functions (call Aron at 701-269-7774 for rental details and availability). All Elks members from anywhere and everywhere and their guests are welcome and if you were or want to become a member and join our over 500 members, please contact ER Kelly Heyer (701-952-0710) or Leading Knight Craig Gaier (701-269-8150).

Membership applications also available at the Lodge for pickup.
Story and photos by Brian Earnest (Old Cars Weekly)

Story and photos by Brian Earnest. Curt Hendrickson tried about everything he could think of to kill off his 1973 Ford Bronco. For 30 years, the rugged little 4×4 was busy jumping stumps, dodging trees, plowing through mud and living in the great outdoors. The Bronco tracked deer, hunted for fowl, crossed rivers, climbed steep hills and generally took a beating. Many times, Hendrickson tried to drown it, bury it, break it or get it to surrender, but the Bronco kept on coming back for more. If ever a vehicle had earned its right to keep rolling and get a stay of execution in its twilight years, Hendrickson knew it was his Bronco Ranger. Not only that, but the vehicle had some true sentimental value to Curt and his wife, Sue.

“The reason I restored it now after all these years are that I took my wife for a ride the night I bought it, and she was expecting our youngest daughter and our youngest daughter was born that night. So she gave me permission to restore it,” Hendrickson laughed.

“It was strictly a woods machine. We’d drive 100 miles a day in this thing and never see blacktop. Beaver dams, mud... we’d put chains on it with the ‘Posi-traction,’ and it would go anywhere.

“Right from the start. I needed a four-wheel-drive. That’s what I bought it for and that’s what we used it for — bird hunting, deer hunting, cruising the back roads. We always had three or four guys in it.”

Hendrickson, a resident of Green Bay, Wis., insists that almost all of the Bronco’s 82,000-plus miles were spent off-road. He half expected that someday the Bronco would just quit somewhere out in the woods and that would be its final resting place, but that day never came. “We’d cross rivers with it where there were no bridges and almost get washed downstream,” he recalled. “We were in a beaver dam one time and the road was flooded and we had ice 4 inches up the windshield. I used to have a power winch on the front and back with 200 feet of cable, and we could pull it in or out of almost anything. We almost couldn’t get stuck.”

About 10 years ago, the Bronco’s brakes finally quit working, and Hendrickson parked it next to his cabin in the Wisconsin woods. He debated the merits of restoring, or at least repairing, the Bronco, but he had a bunch of other collector cars and trucks to play with, so the Bronco simply sat.

“I didn’t want to put the money into a new brake system unless I...
Hendrickson did something with the body and the rest of it. Just the brake system was $1,000. I always thought I was going to restore it, but every one of my buddies said, ‘Why don’t you get rid of that piece of junk?’” Hendrickson said.

When Sue gave him the green light, Curt put the Bronco in the veteran hands of Jewel Meetz, a well-known Wisconsin restorer and Thunderbird expert who had previously restored a couple of cars for Hendrickson. A year or so later, the Bronco Ranger has never looked better, thanks to a ground-up resurrection that left Hendrickson wearing an ear-to-ear grin when he got the car back in July.

“It had been stored outside of my cabin for probably 10 years. There was nothing left of the floorboards or anything. The body was shot. The top of the hood and the doors were good, but the undercarriage was all rusted, so everything came off and they started from scratch, mechanically and body-wise,” he said. “He replaced the fenders and the grille. The back panels he replaced. This is the same [Emberglow] color. It looks exactly the same as when I bought it. A lot of people comment on the color because they don’t remember Broncos being this color. You don’t see a lot of them around.

“We re-did the seats — reupholstered them. New carpet, of course, and headliner.... There’s a place in [Brighton] Michigan, Jeff’s Bronco Graveyard, it’s one of the largest Bronco suppliers in the country, and we got a lot of information and a lot of stuff from them. It’s all done except for a couple little things. It needs a new horn rim yet. We haven’t found one of those.”

Hendrickson wasn’t shopping for a Bronco and had never planned on owning one when he came across his Bronco Ranger for sale less than a year after the first owner had purchased it new. Hendrickson took a liking to the sturdy Bronco immediately, and decided to take Sue for a ride. They didn’t go four-wheeling, because Sue was expecting a baby at any moment, and a few hours later she was delivering a daughter — the first of their three children.

At the time, the Bronco Ranger was a pretty upscale choice to be a woods machine. Not only did it have low miles, but it was loaded with the top-end Ranger package “that had almost everything you could put on a Bronco.” That meant the sporty hood and body side striping and white top. It also had the special-order Traction Lock differential (“Posi-traction”) and the optional 302-cid V-8 — instead of the 200-cid six — which was plenty of motivation for a vehicle that weighed less than 3,300 lbs. The C-4 automatic transmission was also optional, and Hendrickson’s Bronco Ranger got it, along with power steering, which he says has come in mighty handy for all his off-road adventures. The Ranger package also included an argent grille, bucket seats with cloth inserts, swing-away spare tire carrier with a cover, woodgrained door panels, carpeting and a few other goodies.

Dakota
800-480-2344

If you were in the market for a Bronco in 1973, the wagon was your only option after Ford dropped the pickup following the 1972 production run. A total of 21,894 Broncos were built for the
'73 model year, which was a slight increase from the previous three years. Then in its seventh season, Ford's first off-road vehicle was still jousting with Jeep's CJ offerings and the International Harvester Scout in the fledging 4×4 sport-ute market. Chevy had countered with its beefier half-ton Blazer.

The short 92-inch wheelbase, 302 power, Traction Lock and power steering fit Hendrickson's needs perfectly, and his enduring affection for his Bronco is obvious. He will miss being able to take a left turn off the highway anytime he wants and knock some bark off a few trees, but the Bronco has given him plenty of happy memories.

“I’ve never wanted another [Bronco]. This is the only one I’ve had. This is the only one I would have,” he says. “It’s just been a neat truck. Very few vehicles could go where this one could because of that ‘Posi-traction and the neat thing about it was it has power steering. You can go around trees, in between trees, where there are no roads — anywhere you want, basically. And the power with the 302 engine in there, it’s got all the power you want.

“It will never see the woods again, obviously. We’ll take it for a ride once in a while, but it’s just a show car now.”

The irony is not lost on Hendrickson. The vehicle that wouldn’t die and took anything he could dish will be treated for the rest of its days with kid gloves.

“Yeah, it’s 180 degrees!” he laughs. “Now I can’t go anywhere near the woods with it.”

The irony is not lost on Hendrickson. The vehicle that wouldn’t die and took anything he could dish will be treated for the rest of its days with kid gloves.

The irony is not lost on Hendrickson. The vehicle that wouldn’t die and took anything he could dish will be treated for the rest of its days with kid gloves.

"What are we going to see this time?" I said to myself. We wound up at the Lincoln-Mercury dealer in Easton, Pa. — right on the east end of Northampton Street. We walked into the showroom, and there was a “light blue” (the official color) 1956 Continental Mark II. It was drop-dead-gorgeous. I thought it was special. I had never seen one before, and I knew nothing about it. I knew the price was $2,995. Dad was talking with a salesman and I had no idea what was in store for the family here.

We went home and talked about the Continental. Lo and behold, two days later, it was sitting in our driveway. I’ll never forget that car. It was long, lean, heavy and sharp as a tack! Me being 14 years old, living in the country and not having a whole lot to do with spare time, I got to know this car really well.
My dad liked to go to car shows, so we would get the car all waxed up and off to shows like Hershey, Macungie and others around our small area of Pennsylvania. I still have some of the window registration cards from them, and some original dash plaques from Macungie. Both of those shows have grown to massive proportions.

Anyway, prep’n for a show was something else. Back in those days, no detailers were around; you just used wax and did a lot of rubbing. I can remember taking parts off of the engine and cleaning them. I would take the front valance panel off in front of the radiator, paint it light blue with a spray can, cleaning the bolts with a wire brush, and polishing what I could under the hood.

Then came the hub caps. Forty fins were individually bolted to each cap. They were stainless and, of course, would get dirty. I’d polish each one and cleaned behind the black area of the cap, then re-install the fins. (Four caps equal 160 fins). One time, I can remember taking off all of the fins and dad took the four caps to a body shop and had the black background repainted a shiny black. That was the last time I ever took the fins off of the caps. From then on, they looked beautiful!

Now, I’m getting anxious about getting my driver’s license and I asked my dad if I could take the Mark II for my test. No problem. I think he let me do this because I took a special interest in the car. We thought the trooper would really be wowed by the car, but he never reacted one way or another. I passed the test and then the driving began. I didn’t drive it on any regular basis. I remember Mom taking it to church some days, but other than that, we just had it around.

Now comes 1968, time to graduate and time for the Senior Prom. “Yes, you can” were the words when I asked. Well, I was in high heaven taking this car to prom. Went to pick up my girlfriend and “BAM” she banged her knee on the pillar when she got into the car for that evening. That sure ruined things from that moment on. She wasn’t in a good mood after that!

As Dad was getting older, the Mark II had somewhat of a “Do we really need this car” syndrome. I had joined the United States Air Force, and was stationed at Griffiss AFB in Rome, N.Y. I would come home quite frequently and ask about the Mark. It was basically just sitting around, not being driven and that’s when I decided to ask to purchase it from my dad. I was getting ready to re-enlist in the Air Force, and with that came a nice bonus, so that’s where I decided to “invest my money.” I think I paid him $5,000 for the car. At that time, that was a lot of money and I just wanted that car.

Being a young airman in my life, living in New York and having the car in Pennsylvania, it still just sat. I stored it in a few barns in Bethlehem and Lehighton, Pa., until I thought the time was right to get it to Rome. Eventually, I got a garage and I brought it there. I used it a bit, but nothing of any major significance. Then I got orders to Minot, AFB in North Dakota. In the winter of 1971 I moved my wife and all of our belongings to Minot from Rome. That was in December, so the car went back into storage.

Somehow, and I don’t remember how, I got the Mark II to Minot...
with me. I had a single-car garage and it went into that small thing (somehow).

I love the Mark II and what a great history, but I was also starting to get interested in Corvettes. I had bought my first Corvette when I was on temporary duty in Rantoul, Ill. I brought that up to Minot and now we have my '55 Chevy (another story), the Mark and a '64 Corvette roadster, which I would end up trading straight across for a 1963 “split window” coupe. It didn't run, and my '64 did, so the trade was good for both of us. I fixed the “split window” Vette and got it running nicely.

The Mark II was needing some rust repair, the Corvette was needing a full restoration and I just couldn't do both. So I ran an ad in the newspaper and sold the Mark II to a man in Forest River, N.D. I can remember borrowing a van and a trailer and hauling it to its new home, never again to be seen by me. I did, however, keep all of the literature that we had accumulated from and about our car. I thought someday I might just have another one!

Fast-forward to summer time in Minot, 2013. I got a wild hair to look for my Mark II. I knew where it went, but after tracking through Mark II forums, I lost track of it when it went to Florida and that owner has never registered it. I found another one in Morgan Hill, Calif. It belonged to a man with some health issues, and he was trying to sell it. We visited many times over the phone about the car. It was exactly like my original one, but it had air conditioning, whereas mine did not.

That, along with front bumper guards and maybe tinted windows, was the only options for these cars. They made around 3,000 in 1956 and 1957. Their cost new in 56 was $10,000. They were assembled in primer, fitted, then disassembled, painted with 14 coats of lacquer, then final assembly took place and off to the new owners in protective bags. Liz Taylor, Elvis and Frank Sinatra were among the first to have these wonderful cars.

In September, I decided to wire-transfer some money to purchase the Mark. Prior to its delivery, I was really excited to have one back. The owner had described this car to a tee. He was honest. As a matter of fact, he told me more that was negative about the car, than was positive.

He originally stated that this one had not been restored... thus a survivor! He did have the bumpers re-chromed, had new exhaust system installed, had the brakes done and the carb re-built. Other than that, it is original, right down to the insulation pad under the hood, the leather cover over the spare tire, the original jack in its own leather case, and everything else.

He had a few spare parts such as hood hinges, a new hood ornament and some miscellaneous other parts. He had a can of touch-up paint and a nice car cover in the trunk with the car. He also had literature on the car, all of the receipts, and a history of the man that bought this car new.
He was an oil baron in Beverly Hills and he was a good friend of Ronald Reagan. This would have been when he was an actor, not a politician. So, it is safe to presume that Mr. and Mrs. Reagan rode in my car.

I am fortunate to have the funds and a loving wife that supports this wonderful hobby that I have. She thinks I am “ill” (saying that she thinks I am “sick” just didn’t sound right!), but then again, many of us are “ill”!

This car is now put away for the winter—(storage again), but next spring and summer, I hope to put a lot of miles on the ol’ girl. So now I have a beautiful survivor 1956 Continental Mark II!

Notice I have called it a Continental Mark II and not a Lincoln Continental Mark II? That’s because when they developed the Mark II, Continental was a division of Ford Motor Co. and it wasn’t until 1958 they became the “Lincoln Continental” (Mark III).

I hope to have many happy miles behind the wheel of this car. It will be fun driving around these vast open spaces in North Dakota to the different car shows.
remarkably original, very reliable, and fun to cruise in and gets lots of attention. In other words, it’s been a home run — especially for a bit of an impulse purchase.

“I’ve had a lot of previous vintage cars,” Nelson said. “I had a ’56 Olds, a ’56 Mercury … couple of ’51 and ’52 Ford trucks. I’ve had a lot of cars. I like all of them. This one, I kind of liked the way the tail end looks with the tail lights like that. It rides nice. It’s in original shape inside and outside. The guy who painted it for me said it was the straightest body he ever saw.”

A new coat of Jamaican Yellow paint was one of the few things that the Mercury needed after it matriculated to Wisconsin with about 85,000 miles on the odometer. The car’s amazing originality was one of the main reasons Nelson was so attracted to it. “Oh yeah, it’s got to be original for me to even fool around with it or buy it,” he said. “This Mercury was original all the way through. The black interior is all original. The paint was original on it. If it needs paint, that’s OK, but originality is what I’m looking for.

“I put a water pump in it because it was making a goofy water pump noise. I had to put a new belt on it because I took the air conditioning belt off. I just didn’t want the air conditioning to run … I figure, what do you need AC for when have a two-door hardtop?”

Nelson’s car was originally sold new in California, according to the previous owner, and eventually wound up in Idaho. It was one of 8,354 Park Lane six-passenger hardtop coupes assembled for the 1966 model year. The fanciest of the full-size Mercury’s that year was also available as a four-door Breezeway sedan with a unique, reverse-slanting rear window; a four-door hardtop; or two-door convertible. With a base price of $3,387, the two-door hardtop was the least expensive of the Park Lanes, but it was by no means a budget-priced model.

The Park Lane nameplate was born with the 1956 model year when Ford used the moniker for its two-door, Nomad-fighting station wagon. Two years later, for 1958, the name was used for Mercury’s top-tier line, disappeared from 1961-’63, then reappeared from 1964-’68.

The Park Lane was completely restyled in 1965, but received plenty of updates and tweaks a year later to give the 1966 models their own appearance. Wraparound tail lights were new, and the clean, sharp lines of the front fenders, grille and hood were changed slightly. A wide molding stretched across the body sides and rear deck panel. Vinyl tops were optional on the hardtops — Nelson’s car was ordered with a black vinyl roof that is still intact.

The standard brake drums were beefed up and improved, and front disc brakes were offered on 1966 models. Inside were front and rear seat belts, padded dash and sun visors, and black-face gauges.

To propel the 4,000-lb.-plus Park Lanes, a 330-hp, 410-cid V-8 with a four-barrel carburetor was standard. Nelson’s car was ordered with the optional 345-hp, 428-cid power plant. A three-speed manual gearbox was standard, but Nelson’s car is equipped with the Merc-O-Matic C-6 automatic, which Ford introduced for the 1966 model year for cars that carried big-block V-8s.

Nelson has put about 3,000 miles on his Mercury in the past seven summers. The odometer now has 88,000 miles and change, and Nelson says it continues to hum like a sewing machine. “The engine rolls right along. It
doesn’t burn any oil. Doesn’t smoke. It’s quieter than heck. The C-6 transmission is good. I’m definitely happy with it, put it that way,” Nelson said.

Having plenty of creature comforts and a soft, friendly ride makes the big coupe easy to enjoy on weekend joy rides and voyages to car shows. “It’s got the AM/FM radio, which was optional in those days,” Nelson added. “It’s got the six-way power seats, the windows are all power, even the wing windows. It’s got the tilt steering, flashers, and the remote trunk opener [in the glove compartment]. It’s pretty well loaded.”

The fact that so few nice survivors seem to have made it this long also makes it a fun car to be seen in these days.

“I’ve only seen one other guy with one like this, but that was ratty,” Nelson said. “But that’s the only one [I’ve seen.]”

Nelson likes tell the story about the time he got clocked by police in Ohio for traveling 134 mph in his 1956 Mercury when he was coming home on leave during his Air Force days. He doesn’t plan to go on any similar white-knuckle rides in his ’66 Park Lane, but the car is plenty willing. “Oh yeah, when you step on it, she goes,” he laughs. “When you pass somebody, you are around them before you know it.

With the thirsty 428 under the hood, Nelson probably isn’t going to making any long trips back to Idaho or California in his Park Lane to trace the car’s lineage, but he insists the gas mileage in the big Merc isn’t as painful as he expected. “I was surprised. It isn’t that bad,” he said. “When I took the A/C off, it did better than I thought it would!”

Nelson likes to tell the story about the time he got clocked by police in Ohio for traveling 134 mph in his 1956 Mercury when he was coming home on leave during his Air Force days. He doesn’t plan to go on any similar white-knuckle rides in his ’66 Park Lane, but the car is plenty willing. “Oh yeah, when you step on it, she goes,” he laughs. “When you pass somebody, you are around them before you know it.

**CALENDAR OF EVENTS**

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<td>01/14</td>
<td>James Valley Street Machines Monthly Meeting. 7:00</td>
<td>Jamestown, North Dakota</td>
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<td>Watch the &quot;RUMBLER&quot; for meeting times.</td>
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<td>01/16</td>
<td>Jamestown Drag Racing Association Monthly Meeting. 7:00</td>
<td>Jamestown, North Dakota</td>
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<td>01/24</td>
<td>NDSRA to Grand National Roadster Show</td>
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<td>NHRA Mello Yellow Drag Racing to Auto Club Raceway</td>
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<td>NHRA Lucas Oil Drag Racing to Orlando Speed World</td>
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<td>Jamestown Classic Car Club</td>
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<td>NDSRA to 50th Annual Darryl Starbird</td>
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<td>02/20</td>
<td>NHRA Mello Yellow Drag Racing to Wild Horse Raceway</td>
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<td>Gainesville, Florida 04/25 NHRA Lucas Oil Drag Racing</td>
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<td>NDSRA to Portland Roadster Show</td>
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<td>03/16</td>
<td>Portland, Oregon 04/25 NHRA Lucas Oil Drag Racing</td>
<td>Sabin, Minnesota</td>
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<td>03/21</td>
<td>NHRA Lucas Oil Drag Racing to The Strip at Las Vegas</td>
<td>Las Vegas, Nevada</td>
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<td>03/23</td>
<td>Las Vegas, Nevada 05/02 NHRA Lucas Oil Drag Racing</td>
<td>Ennis, Texas</td>
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<td>03/23</td>
<td>Las Vegas, Nevada 05/10 Top End Drags &amp; Bracket Weekend</td>
<td>Sabin, Minnesota</td>
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<td>03/20</td>
<td>Monthly Meeting, 7:00 at the Fire Hall at Jamestown, North Dakota</td>
<td>Jamestown, North Dakota</td>
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<td>03/28</td>
<td>NDSRA to World of Wheels Car Show</td>
<td>Jamestown, North Dakota</td>
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<tr>
<td>03/30</td>
<td>Omaha, Nebraska 05/16 NHRA Mello Yellow Drag Racing</td>
<td>Atlantic Dragways</td>
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<td>03/28</td>
<td>NHRA Mello Yellow Drag Racing to The Strip at Las Vegas</td>
<td>Atlanta Dragways</td>
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<td>03/30</td>
<td>Las Vegas, Nevada 05/16 NHRA Lucas Oil Drag Racing</td>
<td>Jamestown, North Dakota</td>
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<td>04/04</td>
<td>NHRA Lucas Oil Drag Racing to Virginia Motorsports Park</td>
<td>Spokane, Washington</td>
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<td>04/06</td>
<td>Richmond, Virginia 05/17 NHRA Lucas Oil Drag Racing</td>
<td>SRCA Dragstrip</td>
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<td>04/05</td>
<td>Car Show to Toppers Car Show</td>
<td>Great Bend, Kansas</td>
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<td>06/06</td>
<td>West Fargo, North Dakota 05/23 NHRA Lucas Oil Drag Racing</td>
<td>Maple Grove Raceway</td>
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<td>04/11</td>
<td>NHRA Mello Yellow Drag Racing to Zmax Dragways</td>
<td>Jamestown, North Dakota</td>
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<td>04/13</td>
<td>Charlotte, North Carolina 05/15 Monthly Meeting. 7:00 at the Fire Hall</td>
<td>Jamestown, North Dakota</td>
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<td>04/12</td>
<td>Car Show to Prime Steel Car Show</td>
<td>Jamestown, North Dakota</td>
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<td>04/13</td>
<td>Grand Forks, North Dakota 05/16 NHRA Lucas Oil Drag Racing to Summit Racing Motorsports</td>
<td>Norwalk, Ohio 05/18</td>
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<td>04/15</td>
<td>Watch the &quot;RUMBLER&quot; for meeting times.</td>
<td>Jamestown, North Dakota</td>
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<td>04/17</td>
<td>Monthly Meeting. 7:00 Top End Dragways</td>
<td>Heartland Park Topeka</td>
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<td>06/22</td>
<td>Epping, New Hampshire</td>
<td>Monthly Meeting. 7:00</td>
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<td>Jamestown Drag Racing Association</td>
<td>at the Fire Hall</td>
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<td>06/20</td>
<td>MSRA</td>
<td>to Back the 50's</td>
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<td>to James Valley Street Machines</td>
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<td>to Sabin, Minnesota</td>
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<tr>
<td>06/20</td>
<td>NHRA Lucas Oil Drag Racing</td>
<td>to Bristol Dragways</td>
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<td>to Woodburn Dragstrip</td>
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<td>to Woodburn, Oregon</td>
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<td>06/20</td>
<td>NHRA Lucas Oil Drag Racing</td>
<td>to Osage Casino Tulsa Raceway</td>
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<td>to Sonoma Raceway</td>
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<td>to Epping, New Hampshire</td>
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<td>Chicago, Illinois</td>
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<td>07/03</td>
<td>NHRA Mello Yellow Drag Racing</td>
<td>to Sonoma Raceway</td>
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<td>to Summits Motorsports Park</td>
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<td>09/18</td>
<td>NHRA Mello Yellow Drag Racing to Texas Motorplex</td>
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<td>09/21</td>
<td>Dallas, Texas</td>
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<td>09/19</td>
<td>NHRA Lucas Oil Drag Racing to JEGS Northern Nationals</td>
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<td>09/21</td>
<td>Columbus, Ohio</td>
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<td>09/26</td>
<td>NHRA Lucas Oil Drag Racing to Rocky Mountain Raceways</td>
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<td>09/28</td>
<td>St. Louis, Missouri</td>
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<td>Top End Dragways &amp; Bracket Weekend</td>
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<td>10/02</td>
<td>NHRA Mello Yellow Drag Racing to Maple Grove Raceway</td>
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<td>Reading, Pennsylvania</td>
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<td>NHRA Lucas Oil Drag Racing to JEGS Pacific Nationals</td>
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<td>Las Vegas, Nevada</td>
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<td>NHRA Lucas Oil Drag Racing to Thunder Valley Raceway</td>
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<td>Noble, Oklahoma</td>
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<td>NHRA Lucas Oil Drag Racing to Auto-Plus Raceway</td>
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<td>Gainesville, Florida</td>
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<td>Watch the &quot;RUMBLER&quot; for meeting times.</td>
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<td>10/17</td>
<td>NHRA Lucas Oil Drag Racing to Silver Dollar Raceway</td>
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<td>Reynolds, Georgia</td>
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<td>Top End Dragways &amp; Bracket Weekend FINALS</td>
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<td>NHRA Mello Yellow Drag Racing to The Strip at Las Vegas</td>
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**Swap Shop ads are taken from James Valley Street Machine members, NDSRA "Street Talking" magazine, "Cars for Sale in Jamestown" on Facebook.**

**BOAT FOR SALE**

**14 Lonestar Boat**
Motor and trailer. Less than 40 hours on 35 horsepower Mercury. $1,850.00 701-570-9587

**CAR FOR SALE**

**1939 Ford Deluxe Coupe**
Banjo wheels, Motor, etc. $1,950.00 701-320-4721 Bob

**CAR FOR SALE**

**1939 Ford Deluxe Coupe**
Frame off restoration. 302 V8 Fuel Injected. AOD Transmission. 9 Inch 4 Link rear. Mustang front end. $30,000.00 701-662-3458

**CAR FOR SALE**

**1941 Willys Convertible**
6 Liter 390 HP. 420 Foot pounds of torque. $32,900.00 obo 701-255-6729 Mark

**CARS FOR SALE**

**1962, 1963, 1964 2 Door Hardtop Galaxies**
Big block cars with or without drive train. Also, many Ford parts. 701-983-4699 Dean

**CAR FOR SALE**

**1963 Chevy Corvair Coupe**
Model 900. Rotary engine. Straight stick. Good Body. All complete $8,500.00 701-570-9587

**CAR FOR SALE**

**1963 Ford Falcon Sprint**
289 V8 engine. 3 speed transmission. Hardtop. $2,250.00
CAR FOR SALE
1964 Fairlane 500
2 Door Hardtop. 4 Speed transmission. 289 engine.
701-983-4699 Dean

CAR FOR SALE
1967 Mustang Convertible
Driver quality. All original unmolested rust free car. Thought to be 84000 actual miles with great running 289 V8 and automatic transmission. Power steering and even has the original radio. Great top and original Springtime Yellow color. Under book.
$17,000.00 Winter Price
701-269-8150 Craig

CAR FOR SALE
1966 Impala SS Coupe
Real SS with factory air conditioning. Factory console with gauge package. Automatic transmission. 327 V8. 4 barrel. Only has about 1000 miles since overhaul. New radial tires. New carpet. Excellent condition but not a perfect show car.
$17,000.00 Winter Price
701-269-8150 Craig

CAR FOR SALE
1969 Mustang Fastback
351 (no engine). 3 Speed manual transmission.
701-983-4699 Dean

CAR FOR SALE
1969 Ford Thunderbird
$3,750.00

CAR FOR SALE
1974 Lincoln Continental
4 Door. 460 V8. Automatic transmission. Loaded. 54000 actual miles. Black. This car was owned by former governor Art Link.
$5,700.00
701-570-9587

CAR FOR SALE
1977 Camaro Z/28
$19,900.00 obo
701-269-3119 Scott
CAR FOR SALE
(2) 1978 Cadillac Biarritz's
Anniversary models. Only 2000 made. Only 25 with glass roof. Last year of the big Caddys. I have one with a glass top and one without.
$11,000.00 & $12,500.00
701-570-9587

CAR FOR SALE
1980 Lincoln Continental
1990 Ford F150
$1,750.00
701-570-9587

CAR FOR SALE
1982 Cadillac Touring Coupe
V8. Automatic transmission. Eldorado
$9,400.00
701-570-9587

CAR FOR SALE
1983 Buick Riviera
$10,500.00
701-570-9587

CAR FOR SALE
1994 & 1989 Chrysler LeBaron Convertibles
Bodies are good.
$2,500.00 & $2,000.00
701-570-9587

TRUCK FOR SALE
1961 Ford F100
Unibody. 6 foot box. No motor or transmission. Gray primer.
$1,850.00
701-570-9587

701-570-9587

TRUCK FOR SALE
1994 Ford F150
$1,800.00
701-570-9587

TRUCK FOR SALE
2004 Chevy Silverado
$6,000.00
701-269-2660 Steve

PARTS FOR SALE
1963 Impala front fenders (patch panels installed and primered).
Set of 396 heads. 3 sets of Chevy big block headers.
701-739-7775 Gary

PARTS FOR SALE
701-739-7775 Gary

PARTS FOR SALE
701-269-2660 Steve

Like
701-739-7775 Gary
PARTS FOR SALE
(4) 17" 5 spoke Mustang Cobra type rims with tires $550.00 obo.
701-320-4721 Bob

PARTS FOR SALE
Wide assortment of project vehicles and parts.
701-320-7660 Myke
WANTED
1 pair of 1956 Chevrolet fender skirts.
701-290-5297 or 701-483-5297
Herb
WANTED
One rear bumper from 1960 full size Buick. Center section not important as I'm only using the left and right ends.
701-367-9070 Myron

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1 pair of 1956 Chevrolet fender skirts.
701-290-5297 or 701-483-5297
Herb
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WINTER WHEELS CAR SHOW
at the Jamestown Civic Center
February 8th 2014
9 AM to 6 PM

$20.00 Entry fee
Set up and registration on Friday Feb 7th
between noon and 8 pm
www.jamestown-classic-car-club.com

Spectator entry
$6 for Adult
$2 for 6 to 12
Under 6 Free

5 DOOR PRIZE DRAWINGS
OF 50.00

HEY KIDS FREE HOT WHEELS JUST FOR SHOWING UP

WWW.jamestown-classic-car-club.com
CALL: 580-246-3768
E-mail: meik_x@comcast.net
Please enroll me as a member of James Valley Street Machines!

$25.00 Per year

Mail this application to:
James Valley Street Machines
1113 7th Avenue SW
Jamestown, North Dakota 58401

Date:

Applicant Name:

Spouses Name:

Applicant DOB:

Spouses DOB:

Street Address:

PO Box:

City, State, Zip:

E-mail Address:

Home Phone #:

Cell Phone #:

Sponsored By:

Vehicles Currently Owned
1:
Story:

2:
Story:

How would you like to receive your monthly issue of "The Rumbler" magazine?

< X > the one you want ...  E-Mail: ______  Regular Mail: ______
January 2014 Calendar of Events

Wednesdays  Open Swim, Jamestown High School Pool, 7:00 PM.

Thursdays  AAUW Used Book Sale, Buffalo Mall, 11:00 AM–1:00 PM.

Saturdays  Open Gym at Gussner and Roosevelt Schools, 10:00 AM–Noon.

Sundays  Open Swim, Jamestown High School Pool, 1:00 PM.

Jan. 4–March 1  Creative Spirits—Art Exhibit, Mixed Media Works by Lydia Riches-Bowman & Tammy Jones, The Arts Center. Hours M–F 9:00 AM–5:00 PM, Sat. 10:00 AM–2:00 PM. (701-251-2496)

January 1  Happy New Year!

January 8  Jimmies Wrestling vs. Northern State University, Hansen Center, 7:00 PM.

January 9–11  Stutsman County Girls Basketball Tournament, Jamestown Civic Center, Thursday and Friday start times are 3:00 PM, 4:30 PM, 6:00 PM, and 7:30 PM. Saturday start times are 2:00 PM, 3:30 PM, 5:00 PM, and 6:30 PM. (701-252-4835)

January 12  Jimmies Basketball vs. Oglala, Jamestown Civic Center, Women 2:00 PM, Men 4:00 PM. (701-252-4835)

January 14–15  Winter Ag Expo, Jamestown Civic Center, 9:00 AM–4:00 PM. (Lynn 252-1400)

January 16  Jimmies Basketball vs. Johnson & Wales, Jamestown Civic Center, Women 5:30 PM, Men 7:30 PM. (701-252-4835)

January 16  Classic Movie Night, The Arts Center, 7:00 PM. (701-251-2496)

January 17  Performing Arts Series—NDSU Faculty Brass Quintet, Reiland Fine Arts Center, 7:30 PM. (701-252-3467 ext. 5435)

January 18  AAUW Used Book Sale, Buffalo Mall, 10:00 AM–2:00 PM.

January 19  Jimmies Basketball vs. Ashford, Jamestown Civic Center, Women 2:00 PM, Men 4:00 PM. (701-252-4835)

January 21  Linton Jamboree Basketball Tournaments, Civic Center, game times 3:00 PM, 4:30 PM, 6:00 PM and 7:30 PM. (701-252-4835)

January 21  Reader’s Theater Group, Legacy Center (former Jamestown Hospital site), 7:00 PM. (701-269-9111)

January 22  Jimmies Basketball vs. Mayville State, Jamestown Civic Center, Women 5:30 PM, Men 7:30 PM. (701-252-4835)

January 25  Wine and Cheese Tasting, The Arts Center, 7:00 PM. (701-251-2496)

January 30  Chamber Annual Banquet, Jamestown Civic Center. (701-252-4830)

To submit your event for consideration for this calendar, contact us either by phone: 251-9145, or e-mail: cassie@tourjamestown.com. Please include the name of your event as well as the time, location, and a contact name with phone number. The deadline for submissions is the 15th. For more Jamestown events, click on the Big Calendar at www.tourjamestown.com. Thank you!

Buffalo City TOURISM FOUNDATION

404 Louis L’Amour Lane/PO Box 917
Jamestown, ND 58402-0917
Telephone: 701-251-9145
Fax: 701-251-9146
Website: www.tourjamestown.com
Email: guestinfo@tourjamestown.com