**LOOKING TOWARDS THE FUTURE**

**Club President “Skovy”**

**BIRTHDAYS (April)**

**ACTIVE MEMBERS**

CLASSIC CAR REVIEW

*She's Real Fine Car. The Muscle-Car Era's Last Hurrah*

Check out 27 of the Most Iconic and Rare Camaro’s on the Planet

CLASSIC CAR REVIEW

Craigslist Excellence: 1969 Camaro “Fire Sale”

RUMBLER MINISTRY

Pastor Scott Block

GAME CHANGER

Mustang Makes “Token Appearance in MONOPOLY EMPIRE

MOTORHEAD CENTRAL

Motorsports Capital of North Dakota

**SWAP SHOP**

Upcoming Events

SAY IT ISN'T SO! Cash Incentives to Trade Permanently Disabled Older Vehicles

RARE PRESS RELEASES

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**CLASSIC CAR AUCTION**

SATURDAY, MAY 21ST 2016

925 11TH STREET NORTH CARRINGTON ND 58421

701-652-CARS(2277)

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**LOOKING TOWARDS THE FUTURE**

**MR. RAT RACING**

Story & Photos by Skovy

Well, it's finally here!

Let’s get all those fine vehicles out and about and start strutting your stuff!

This is the time where my Toy Box becomes always a busy place. With all the toys in the warehouse, it seems that winter has taken its toll on some of them. Well, time to roll up my sleeves and go to work.

Last fall I picked up a 1969 Camaro that was in a box (literally). This is a real deal SS350 Camaro and I’ve decided...
to make it a club project. You will see an article about this project towards the end of this issue of the “RUMBLER”.

Last week, I received an e-mail from a couple of car clubs wanting to be part of this “RUMBLER” magazine. It took me a bit but I was able to enter 1,827 emails. This “RUMBLER” magazine has gone viral and we just love it.

We’ve moved ahead on some advertising for members. You will see our ad at the Bison 6 Theatre here in Jamestown. We are trying to recruit new members. We are at 127 paid members and would like to push that number to close to 200 by years end. Anybody reading this “RUMBLER”, if you haven’t signed up, fills out the last page of this issue and sends it in. Your help would be appreciated by all.

Next up ... The opening 70’s masquerade party. Last year we had almost 300 people cycle through even though it was real cold. This year we are having this event at the Gladstone Inn on May 13th. The manager of the Gladstone promised they would have the heat on or air whichever is needed. There will be prizes for the best costume. You will notice plenty of posters around town. I hope you ALL can come. It’s open and free for all. Get your boogie shoes on. Ron and Cliff from R&C School of Rock will be spinning the 70’s tunes all night long. Music starts at 7:00!

Meeting on April 13. 7:00. Gladstone Inn. See you all there!

Thank you everybody for reading and enjoying the "RUMBLER" magazine. Our e-mail subscriptions have passed 17,483 issues.

Don’t be bashful. We are a very active organization and want members. It’s only $25.00 for a regular membership & $50.00 if you want the “RUMBLER” mailed to you. See the application on the back page, or email Skovy@donwilhelm.com.

MEMBERS BIRTHDAYS

McIlonie, Darlene 04/01
Briese, Lee 04/09
Gehring, Duane 04/10
Reade, Larry 04/11
Briese, Penny 04/12
Gums, Robert 04/13
Bensch, Janis 04/15
Lynn, Pauline 04/15
Erdahl, Shawn 04/23
Lynn, Randy 04/24
Westerhausen, Leon 04/29
Miller, Crystel 04/30

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

ACTIVE MEMBERS

Allmer, Michael
Andersen, Jeff(Andy) & Shelly
Anderson, Bruce & Kathy
Anderson, Roger & Meleia
Anderson, Scott & Kim
Arth, Jesse & Kelly
Bachmeier, Donovan & Karla
Baker, Neil & Judi
Balvitsch, Wayne
Behm, Earl & Connie
Bensch, Paul & Janis
Berg, Wayne & Tami
Beyer, James
Block, Scott & Pat
Bowen, Jason & Renee
Brandenburger, Max & Williams, Laura
Briese, Lee & Penny
Calheimer, Clifford & Marla
Carow, Billy & Candace
Corell, John
Demarcy, Jared
Dewald, Joel & Della
Elhard, Dale & Cynthia
Erdahl, Shawn (Shady) & Dawn
Frueh, Darin
Gaier, Craig & Johnston, Ruth
Gehring, Duane & Kathleen
Geisler, David
Gibson, Teddy & Diane
Gilbertson, Mike & Murray, Kim
Gilge, Larry & Cindy
Godfrey, Collin
Gray, JeriLynn & Andy
Greenlund, Ron & Darlene
Guinke, Matt
Gums, Robert & Candace
Guthmiller, Neil & Linda
Hallwachs, Loren & Renee
Heiman, Tyler
Hoggarth, Scott
Holzkamm, Al & Cindy
Houge, Jason & Ann Marie
Huber, Al & Sue
Jacobson, Verdell (Jake) & Linda
Jangula, Duane
Jaskoviak, Steven (Skovy)
Jensen, Paul & Sue
Johnson, Brandon & Sonia
Johnson, Irving & Marilyn
Kamlitz, Brian
Karn, Dale & Sue
Keim, Lyman & Darlene
Kessler, Michael & Mary
Kleinknecht, Delno & Phyllis
Kolb, Dale & Nidia

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I'm already dreading the thought of hearing people talk about Mustangs and Camaros and Shelby's and even Chevy 409s as "muscle cars." Because they are not.

Being old may have its disadvantages — though being old at least means you're not dead. And being old also means that you were there when what is now history were current events and you still may remember how things were. Really were.

So if Mustangs and Camaros and Shelby's and even Chevy 409s were not — and are not — "muscle cars," what were and still are? And what should we call Mustangs and Camaros and Shelby's and even Chevy 409s?

We'll start with muscle cars…

Once upon a time, John DeLorean and his crew at Pontiac found a way to violate General Motors' marching orders and to stuff the big V8 engine from the full-size Bonneville into the Tempest, which was Pontiac's "intermediate," though today we'd call it a mid-sized, sedan.

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Pretty much from the start, American sedans were full-size cars, roomy enough to carry the entire family. Then came the imports, primarily the Volkswagen Beetle, and the gas crisis and people wanted small and less fuelish cars, so we got the Rambler American and the Ford Falcon and the Chevrolet Corvair and the Plymouth Valiant, so-called compact cars.

But like Goldilocks, for some people compact was too small and full-size was too big, so the automakers created “intermediates” that were just right.

And it didn’t take long for those buyers to have people and cars to race because suddenly we had a whole series of “muscle cars” — the Chevrolet Chevelle SS 396, Oldsmobile Cutlass 442, Plymouth Hemi 'Cuda, Dodge Charger, Ford Torino, Mercury Cyclone, even the Rambler Rebel SST.

Mustang launched the pony car genre | Larry Edsall photo

But intermediates weren’t the only new-sized cars coming into a diversifying automotive marketplace. With baby boomers coming of age, automakers saw an opportunity to sell a personal-size car, a vehicle built on a compact-car chassis, basically with two buckets seats up front and a small rear bench in back, but with very sporty styling. Ford was first to market with the Mustang, which was an immediate sales hit. Chevy followed with Camaro, Pontiac with Firebird, Dodge with Challenger, Plymouth with a new Barracuda, AMC with Javelin, etc.

But because Ford was first, its Mustang enjoying a huge head start — by more than one million sales — this entire new car category was labeled “pony cars.” They even had their own racing series, the Sports Car Club of America’s Trans-American Sedan Series, or Trans-Am as it was popularly known. Pontiac liked the Trans Am name so much that it was willing to pay the SCCA a licensing fee so it could label the raciest version of its Pontiac Firebird as the Trans Am.

While muscle cars carried the largest engines available, the pony cars that raced in the Trans-Am series were limited to engines with 305-cubic-inch displacement. But as with the original GTO and other muscle cars, larger engines could be wedged beneath pony car hoods, and so we had the Mustang Boss 351, the Shelby Mustang with a 428-cid Cobra Jet V8, various big-block Camaros, and the lines between pony car and muscle car were starting to blur.

And then they became much better as DeLorean and his team discovered two things: (1) they discovered that their 389-cubic-inch V8 engine would fit into the engine bay of the intermediate-size Tempest and (2) they found the loophole in the corporate laws that allowed them not only to install those engines in that car, but to sell them to law-abiding customers. Well, they were law-abiding until they got their hands on this new GTO model and started racing them away from stoplights.

Speaking of Carroll Shelby, the chicken-farming, race-car driving Texan really wanted to beat established competitors such as the Chevrolet Corvette or Enzo’s Ferraris, so he figured a way to stuff a powerful American V8 in a small and lightweight European sports car chassis. The result
was the Shelby Cobra, and like various Ferraris, the Corvette, Jaguar XJs and others, the Cobra was a pure sports car — two seats and ready to show its competence on the road or on the race track.

They were sports cars, not "muscle cars."

Which brings us to the Chevy 409 and its ilk? For the 1961 model year, which was before the Cobra, the Mustang or the GTO, Chevrolet offered a Turbo-Fire 409-cubic-inch V8 engine option and produced 142 Impalas with that engine and an SS (Super Sport) option package. The 409 became not only the car to have on the drag strip, but the subject of song — “She’s real fine, my 409,” sang the Beach Boys.

Ford soon followed with a 427 and Chrysler upped the ante to 440 and GM to 454 and...

And somewhere between then and now people started describing all of the cars — the true muscle cars and the pony cars and the sports cars and the big blocks — as muscle cars, and the nomenclature got even further confused when the Camaro and Challenger were resurrected and along with the Mustang were termed "modern muscle cars." Which they are, even if their historic namesakes never were called muscle cars by those who owned, drove or wrote about them.

CHECK OUT 27 OF THE MOST ICONIC AND RARE CAMAROS ON THE PLANET

Once in a lifetime display of some of the most influential and famous Camaros gathered in one place.

What's more famous than the first Camaro ever built? We're not sure, but when you have a building stuffed with over 20 of the most collectable and rare Camaros under one roof then there's certainly something for every Camaro fan out there!

This is the first time Chevrolet has brought together a collection of this historic magnitude. Concept cars, race cars, and the rarest of the rare spanning five generations of Camaro history. Most of these belong to GM’s Heritage Collection, but some were loaned by private collectors that wanted to see them all gathered in one place. Is this a once in a lifetime gathering? Well, we wouldn't count on it happening again anytime soon.

"Heritage has always been part of the Camaro ownership experience and this ‘museum’ of Camaro's history shows how design and performance came together over the years to make it one of America's most iconic cars,” said Todd Christensen, Camaro marketing manager. "It also provides a great opportunity to trace the lineage and cues – right up to the all-new 2016 Camaro – that evolved through the generations, while maintaining an unmistakable identity."

1967 Camaro – VIN #100001

The first Camaro. Carrying VIN #100001, this 1967 Camaro is documented as the first of 49 hand-built “pilot assembly” vehicles built at the Norwood, Ohio plant in mid-1966 – early models built for evaluation before regular production commenced. It was fitted with a 3.7L inline-six engine and a three-speed manual transmission. It was the car Chevrolet used for the public introduction of the Camaro, in August 1966, shortly before the car went on sale. It was also used in a number of public relations photos and promotional films. It eventually went to an Oklahoma Chevrolet dealer and...
passed through several owners, before being turned into a drag racer in the 1980s. It was purchased by Cory Lawson around 2009 and he oversaw its restoration to its production-line condition, with documentation assistance from the GM Heritage Collection.

1967 Camaro Z/28

Developed specifically to homologate the new Camaro for SCCA’s popular Trans-Am road-racing series, the Z/28 package was developed with special chassis and suspension components, along with a unique 302-cubic-inch version of the small block V-8 engine required to accommodate class rules limiting engine displacement to 305 cubic inches. Only 602 examples were built in 1967. This example has accumulated fewer than 50,000 miles since new and is equipped with the close-ratio four-speed manual transmission, a 3.73-ratio rear axle and heavy-duty disc brakes. It was originally sold in Nyack, New York, in April 1969.

1967 Camaro “Grumpy’s Toy”

This is the legendary Bill “Grumpy” Jenkins 396-powered Camaro that tore through NHRA’s Super Stock class for the 1967 championship – and set the stage for his influential involvement in Pro Stock, which debuted in 1970. Working in conjunction with Chevrolet Racing Director Vince Piggins, Jenkins’ performance helped establish the Camaro’s racing cred. It is believed this car may have been the first Camaro built with the L78-code 396 engine, rated at 375 hp. Regardless; it’s a piece of drag racing history.

1968 Camaro Z/28 convertible

A one-of-none special model – the Z/28 wasn’t offered as a convertible – built for Chevrolet general manager Pete Estes, this hand-built specialty Camaro not only fulfilled his desire for performance-oriented convertible with a full complement of features, but helped convince him to keep the Z/28 in the lineup for 1969. To that end, it featured a number of special parts not offered on regular-production 1968 Z/28 models, including a cross-ram intake manifold, cowl-induction hood and four-wheel disc brakes. Its uniqueness in the collector car world led to it being the first vintage muscle car to sell at auction for more than $100,000 – and that was in 1991.

1969 Camaro ZL1

This Cortez Silver Camaro ZL1 is number 66 of the 69 built in 1969 – all built through the COPO special order system with an all-aluminum 427 big-block engine. The first 50 were ordered by Illinois Chevy dealer Fred Gibb, because that was the minimum number of production vehicles NHRA required for Super Stock class eligibility. Along with its rare engine, this example is one of only 12 ordered with the famous Muncie M22 “Rock Crusher” four-speed manual transmission and one of only six delivered with Rally wheels. The 1969 Camaro ZL1 is arguably the most valuable production Camaro and one of the “blue chip” models of the muscle car collector world.

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1969 Yenko Camaro

Another COPO special order-based performance models – with an iron-block 427 engine – this is one of around 200 created by Pennsylvania Chevrolet dealer Don Yenko. It is in very original condition, with a single re-spray of its Hugger Orange exterior color on all-original sheet metal. The drivetrain is believed to have never been removed and of the approximately 200 Yenko Camaros built; it is one of only 30 to be equipped with a Turbo 400 three-speed automatic transmission.

1967/1968 Camaro Z/28 Penske/Sunoco race car

In 1967, Roger Penske was beginning his long and remarkable career as a businessman and racing team owner. He quickly teamed with driver Mark Donohue and began a dual assault on two SCCA Professional Series: the US Road Racing Championship and the Trans-Am using Chevy powered Lola race cars and the all-new Chevy Camaro. After an inauspicious start with the Camaro, the team experimented with a lightweight body using acid-dipped sheet metal, which helped give the car a competitive edge. It was updated with 1968 Camaro body components in an effort two field two cars for the team at the Sebring 12-hour race that year. This car has been restored to its 1968 Sebring appearance, where it won the Trans-Am class and finished third overall. It is presented courtesy of Mr. Patrick Ryan.

1970 Camaro Z28 ‘Hurst Sunshine Special’

It was the first year of the Camaro’s second generation and was also the high water mark for its performance, with the 360-hp LT-1 engine. It featured a solid-lifter camshaft and a high, 11.0:1 compression ratio. This unique version is the Hurst Sunshine Special, one of three cars built with a prototype power-sliding sunroof – a feature that never saw production. Of the three built, this is the only one known to exist. Along with testing for the sunroof, Chevrolet used this car in the wind tunnel to test front and rear spoilers for the SCCA Trans-Am series. It is part of the Rick Hendricks Collection.

1974 Camaro Z28

Representing the first year of a new, sloping front-end design and wraparound tail lamps, the 1974 Camaro’s facelift answered new federal bumper standards. New extruded and polished aluminum front and rear bumper added nearly 7 inches to the car’s overall length. The Camaro Z28 featured a 245-hp version of the 5.7L small block V-8 engine, along with front and rear spoilers and a bold hood graphic that left no ambiguity to the car’s designation. This example is part of the GM Heritage Collection and is one of 13,802 sold that year. Chevrolet put the Z28 on a two-year hiatus after 1974.

1977 Camaro Z28

After a two-year absence, the Z28 returned to the Camaro lineup with a greater emphasis...
handling, and was distinguished by blacked-out trim and a unique intake scoop-inspired hood graphic. Power came from a 5.7L small block V-8 rated at 185 hp and a strong, 280 lb-ft of torque. The engine was matched with a Borg-Warner four-speed manual fitted with a performance-oriented gear set. The Z28’s special suspension included specific shocks, stiffer springs and larger-diameter stabilizer bars. There were 14,349 Z28 models were sold in its return year, helping Camaro sales climb to 218,853, beating Mustang for the first time ever.

Canadian models, which features a 170-hp 5.7L small block V-8 and a three-speed automatic transmission. Although most of the content is the same as U.S. models, it has metric instruments. It was purchased from the original owner and has approximately 6,000 original miles. It is now part of the Rick Hendricks Collection.

1978 Camaro Z28

Camaro received a facelift in 1978 that introduced body-color, molded urethane front and rear fascia’s. The updated appearance was more contemporary and customers responded enthusiastically to the fresh Camaro, snapping up 247,437 of them. Z28 sales hit a record 54,907 that year, too, with 5,907 of them going to Canada. This is one of those rare

1978 Camaro Z28 Indy Pace Car

For first year of its third generation, Camaro was selected as the Indianapolis 500 Pace Car. Based on the Camaro Z28, which featured the first-ever use of electronic fuel injection, two specially modified examples - the primary Pace Car and a back-up – featured all-aluminum versions of the 5.7L small-block engine, producing 250 horsepower. Chevrolet produced 6,360 replicas, all powered by the 5.7L Cross-Fire Injection engine. This car is one of the two built for duty on the track. It’s the back-up car, distinguished from the replicas with clear headlamp covers and safety lights.

1981 Camaro Pro Stock race car

This historic Reher-Morrison drag racer was driven by Lee Shepherd in 1981 to the team’s first of four consecutive NHRA Pro Stock titles – domination driven by NHRA’s change to a 500-cubic-inch engine size. This restored race car is fitted with the NHRA championship-winning engine, which is teamed with a three-speed Lenco racing transmission. From 1981 to 1984, Shepherd reached the finals in 44 of 56 NHRA national events, winning 26 of them. The team also was the first to win NHRA and IHRA drag racing championships in the same year and they did it with this car. It is part of the Rick Hendricks Collection.

1982 Camaro Z28 Indy Pace Car

Named for the International Race of Champions series, which pitted drivers from different racing series in identically prepared Camaro race cars, the IROC-Z production model brought a higher degree of performance to the street in the 1980s. It offered the all-new 5.0L Tuned Port Injection V-8 engine, rated at 215 horsepower.

1985 Camaro IROC-Z

For first year of its third generation, Camaro was selected as the Indianapolis 500 Pace Car. Based on the Camaro Z28, which featured the first-ever use of electronic fuel injection, two specially modified examples – the primary Pace Car and a back-up – featured all-aluminum versions of the 5.7L small-block engine, producing 250 horsepower. Chevrolet produced 6,360 replicas, all powered by the 5.7L Cross-Fire Injection engine. This car is one of the two built for duty on the track. It’s the back-up car, distinguished from the replicas with clear headlamp covers and safety lights.

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hp, along with four-wheel disc brakes, special 16-inch wheels and additional exterior appointments. The IROC-Z was an instant hit, racking up 21,177 sales in its first year. This black example is displayed courtesy of Dennis and Veronica Mykols. It has 58,000 miles and wears its original black paint and distinctive IROC-Z graphics.

1987 Camaro IROC-Z convertible

This 1987 Camaro IROC-Z represents the first Camaro convertible model offered since 1969. All convertible models in 1987 were converted from production “T-top” coupes by ASC International. As an IROC-Z — named for the International Race of Champions series, which pitted drivers from different racing series in identically prepared Camaro race cars — it featured four-wheel disc brakes, 16-inch aluminum wheels, a specific "aero" body package and more. Under the hood is a 5.0L small-block V-8 and four-speed automatic transmission. This example is nearly factory fresh, with just more than 4,000 original miles.

1992 Camaro Z28 25th Anniversary

In 1992, Camaro celebrated its 25th anniversary and marked the final year of its third generation. It was a generation that saw a marked return to performance, culminating in the 245-hp 5.7L Tuned Port Injection engine offered this year. All '92 Camaro models received 25th anniversary badges on their instrument panels, but only a Camaro with the Heritage Package — like this example — had another badge on the rear deck lid. The package also included the rally stripes on the hood, deck lid and rear spoiler, black headlamp pockets and a body-color grille insert. This example is also equipped with the track-oriented 1LE package — one of only 705 built in 1992.

1993 Camaro Z28 Indy Pace Car

As was the case in 1982 — and the first year of Camaro production in 1967 — the all-new Camaro generation was selected as the Indianapolis 500 Pace Car. For the fourth generation, the performance-oriented Z28 on which the Pace Car was based introduced the Gen II Small Block V-8. Dubbed LT1, the new 5.7L engine built on the design features of the previous 5.7L TPI engine with a reverse-flow cooling system and additional changes. It was rated at 275 hp — the most in a Camaro V-8 since 1971. This Pace Car is one of three specially outfitted for track duty in 1993. Chevrolet also sold 645 replicas to the public; all distinguished by the multicolor “ribbon” graphics of the track cars.

1996 Camaro SS

The return of the Camaro SS in 1996 was marked with a bold hood scoop, taller rear spoiler and ZR1-style 17-inch wheels — as well as more horsepower. The 5.7L LT1 engine was fed more
fresh air by the hood scoop, which helped push horsepower from the Z28’s standard 285 hp to 305 hp. Additional performance optional equipment included a Hurst short throw shifter, a “cat-back” exhaust system, a Torsen limited-slip differential and a “Level II” suspension package that include track-oriented 1LE components. The cars were transformed from Z28 models to the SS by SLP Engineering, of Toms River, N.J., at a secondary assembly facility. Only 2,269 examples were built that inaugural year. This example is owned by Carl Lins and is #240 of the production run. It is one of only 115 Arctic White hardtops – and only 73 of them, like this car, were equipped with the 6-speed manual transmission.

Trans-Am racer for the first time in decades. This is the car Fellows won four races in that season, coming in third in points. It is presented by Mr. Patrick Ryan.

1969 Camaro Pace Car

What list would be complete without the iconic 1969 white on Hugger Orange Indy Pace Car? This is the actual one that inspired GM to come out with a Pace Car option for the 1969 model year.

2002 Camaro Z28

On August 27, 2002, in its 35th anniversary year, Chevrolet suspended production of the Camaro. This red Camaro Z28 convertible was the last car off the line that day. Its Bright Rally Red exterior color was the most popular that year, accounting for nearly 25 percent of all Camaro models built. More than half of all Camaro models sold that year featured the LS1 V-8 engine – rated at 310 hp in the Z28 – and about 24 percent of them, like this example, matched the LS1 with a six-speed manual transmission. This milestone Camaro is part of the General Motors Heritage Collection.

Camaro concept coupe

This is the silver, pre-production concept vehicle introduced at the 2006 North American International Auto Show in Detroit – and was named best in Show by Auto Week. With design cues clearly inspired by the car’s first generation, the concept was a complete departure from the fourth-generation Camaro that ceased production in 2002. The concept’s perfect proportions and heritage-inspired design elements carried over virtually unchanged to the production model that debut of the all-new 2010 production model. This concept is part of the GM Heritage Collection.

Camaro concept convertible

Following the original Camaro coupe concept, this orange, pre-production concept vehicle was introduced at the 2007 North American International Auto Show. And while it previewed the production Camaro convertible
that would come a few years later, it continued to honor the past with historic cues including a contemporary version of the classic Hugger Orange exterior color – complete with SS hood and deck stripes – and a houndstooth interior that was popular on 1969 models. This concept is part of the GM Heritage Collection.

2010 Camaro SS

The fifth-generation Camaro was introduced in spring 2009 as a 2010 model. It heritage-inspired styling was an immediate hit, generating 61,648 sales in that first, abbreviated calendar year – and growing to 88,249 by 2011. The SS models offered a 6.2L “LS3” Small Block V-8 rated at 426 hp. This is the first production fifth-generation Camaro built, carrying vehicle identification number #001, and is part of the GM Heritage Collection.

Super Stock competition. Only 69 were built that year. Each was built at a specialized assembly facility using the same “body in white” body structures as regular-production models, but fitted with racing-spec equipment, including a choice of racing engines, a protective roll cage, racing instrumentation and a drag racing-capable solid rear axle in place of the production-type independent rear suspension. This car is part of the GM Heritage Collection.

2012 COPO Camaro race car

This is the first production model of the factory-built drag racers designed for NHRA Stock and limited-slip differential and 505-hp LS7 7.0L engine with dry-sump oiling. This car is part of the GM Heritage Collection.

Z28.R race car

The Chevrolet Camaro Z/28 returns to its racing roots with Camaro Z/28.R race car – one of the most production-based competitors on the track, sharing aero, engine and even axle components with the regular-production Camaro Z/28. In fact, apart from series-mandated equipment and specialized suspension components needed for endurance racing, the Z/28.R is as close to a production-spec race car as you’ll find on the track – including the 7.0L LS7 engine.

Camaro Z/28 Nürburgring test car

Made famous in a video viewed nearly 1.15 million times on YouTube, this engineering prototype vehicle was used for the famed, 7:37.40 run around Germany’s famously tough track – when it was partially wet. Apart from some safety equipment for the track and camouflage on the bodywork, it is outfitted with the same production-spec content of the production Z/28, including its racing-derived spool-type dampers, unique helical-gear

If you’ve been looking for that cheap first-generation Camaro shell, we’ve got your solution—it just might need a little extra work.

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In 1969, Chevrolet produced approximately 250,000 Camaros of all displacement sizes. This one ended up fueling some fire with its paint, interior, tires … well, everything. What's left is a twisted, warped, annealed shell of a 1969 Camaro … yours for just $3,400!

While the seller claims this is an SS Z/28, discerning the numbers on the chassis and engine to verify might be a little tough, given the overall crispiness of the Camaro. The suspension has also collapsed from the heat, giving you an idea how long this fire burned. However, a clearly modified small-block Chevy sits between the seared fenders and that does appear to be a Muncie shifter sticking up through the charred floor pan. The seller also says there's a beefy 12-bolt in the back.

Being a car guy, we can put all sorts of things in, and on, our cars, rods, daily drivers, pick-ups, or vans. Many of us hang fuzzy dice from the rear-view mirror or some other kind of dangly thing that swings back and forth as we drive. We pin stripe our cars to accent the excellent paint job. Or we add pin stripes to jazz them up or add a touch of class. We adhere stickers on the fenders telling everyone we drive a Z28 or a GTO or a Boss and the motor that sits under the hood is a 350 or a 429. Sometimes we step up a notch and those little stickers we add onto the quarter-panels are actually metal. Then there are those who put little stick figures on the rear windows which tell everyone following behind them the number of people in their family.

We plaster bumper stickers across the bumper telling everyone our message(s). I have
personally seen a car which was completely covered in bumper stickers. I mean 100%, completely, totally. This led me to believe it was those same stickers that held the car together.

All of which leads me to: Should Christians put fish stickers on their cars? You know what I am talking about? The little fishy looking thing like this:

I am sure you have seen these little rascals before.

I must be honest here; there is no fish sticker on my truck. There is no fish sticker on my Camaro. I have never had a fish sticker on any of my cars before either.

So in arguing “YES” for an answer to the aforementioned question, here is an “argument.” There are many people out there for whom putting a fish on their car is an important link in their faith. Perhaps they believe that they want to be recognized as Christians to others without having to say so directly. Perhaps they desire to have something that people notice in order to have a conversation with others about their faith. I would guess there is a need to have a line drawn about this. No one would like to carry around a dead, smelly fish, in order to start dialogues about faith. It might give the wrong impression...you know...dead faith and all that. Another bad idea would be to dress up as a fish and then drive around in your car. Again, it may start some decent conversation, but under what impressions? My guess is the first conversation you have would be with a Law Enforcement Officer.

We live in a great country and we all have the opportunity to stand up and speak for what we believe in. And I wouldn’t trade that for anything. But perhaps for some Christians they don’t want a fish sticker on their car is because they don’t want the conversation to begin at all. There are other, and better times and places for that. Many times when people find out someone is a Christian, it can bring unwanted scrutiny. Especially during times of operating a motor vehicle, with a fish emblem on it, could warrant unwanted attention. Especially when you are the one who drove like a bone-head in the first place. You see then, it is hard to live up to what that little fishy means. But none-the-less, having a fish on your car, well, there’s absolutely nothing wrong with it. We can wear those proudly!

Now in arguing “NO” for an answer to the aforementioned question, here is an “argument.”

One reason a fish sticker is never on my car is because they are incredibly hard to get off. They break, and then you have to work at getting the rest of the pieces off. The glue remains behind, seemingly attached to the metal forever. All sorts of remedies get used to remove the gooey mess, but alas, it is forever there. Plus since it has been on the car for a long time, the paint has faded, but the paint below the fish never saw sunlight, so yeah, of course it’s a different shade. Though the fish is gone, vestiges of it still remain. You can never, ever, get entirely rid of it.

Perhaps you end up selling your car to a non-Christian. This presents a big problem. Now the new owner may be falsely passing themselves off as a Christian. And if they decide they don’t want the sticker on, well, read what I have written in the previous paragraph. The sticker may also affect the value of the car.
It is a guess, but I would assume many people don’t know what that fish means. Apart from most Christians that is. They have no idea what it stands for or what it is about. Maybe as Christians we should be more explicit, like paste a “cross” on our car. Or put a sticker with words on it, like “Jesus Christ is Lord”. Another nice sticker could be a play on another sticker which reads “My other car is a Mercedes” or “My other car is in the shop.” How about, “My other car is in heaven.”

In reality, the fish symbol for early Christians was a bit of a secret code. It was used by Christians because they were being persecuted and needed a way to communicate with other Christians. Perhaps we have still kept it a secret…

Anyway, the symbol is a fish, and the Greek (a Biblical language) word for fish is “Ictus”. It would be pronounced “ick-thuss”. The early Christians took the each letter of the word ichthus and assigned it meaning. Thus it meant, “Jesus Christ, God’s Son, Savior.” It matches up much better in Greek than in English, trust me on this. I guess Christians really don’t need some kind of secret code anymore today to find each other.

I hope you have enjoyed my little trip down a humorous road. Remember, this is all in fun and was meant to make you laugh, or perhaps cry because of the horrible writing and the bad jokes. Either way, may God fill you with peace and joy? And hopefully humor. God knows there are days when we could use more of that! Keep cruisin’. Keep reading the Rumbler. Blessings to all of you!

This game is for the Mustang fanatic who just can’t get enough neat Mustang stuff into his or her life. Hasbro is at it again, adding yet another iconic brand to the list of favorite tokens that kids of all ages love to play with during a game of Monopoly Empire.

Here is the announcement: “Ford Mustang is Mr. Monopoly’s wild new ride in the new edition of Monopoly Empire. 2015’s best-selling sporty car in the U.S. has made thousands of appearances on the silver screen and in numerous songs, and now it’s a playable piece in the iconic board game. Mustang fans can redline their engines and advance to go as they take laps around the board and build their empire of well-known brands, including Ford, but don’t forget your ‘get out of jail’ card because, as we all know, those Mustangs are superfast. And remember, Mustang Sally really don’t like it when you’re late to dinner.

“Monopoly Empire is easy to play. Simply select the uniquely branded Mustang token and move around the board and start building your empire. Buy your favorite brands one by one, and slide their billboards onto your empire tower. The game is a race to the top. Collect rent from your rival players based on your tower height. And be the first player to fill your tower with billboards to win!”

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Motorsports Capital of North Dakota

We have some dates set for events this year, so let's get going on the advertising.

**Jamestown Drag Racing** is set for July 16 and 17 2016 at the Jamestown Airport. Watch Twitter, Facebook, and Instagram for updates.

**Rods and Hogs** date is set for June 11th still in the works for times and special events last year’s event was a huge success. I will update you all as we get things set in place.

**James Valley Motorsports Foundation** paperwork is in just waiting to hear back from the IRS very exciting news for all Motorsports clubs in our region.

**Jamestown Classic Car Club** Winter wheels show had a great line of cars and was a great show like always thanks Jack and Monte for putting together a great show.

The first month of 2016 has been very productive with setting dates for this year’s events just support this clubs they are all looking for members and like new thoughts.

**Dakota Motocross**
**Buffalo city carting association**
**Jamestown Speedway**
**James Valley Off Roaders**
**Jamestown Drag Racing Association**
**Jamestown Classic Car Club**
**James Valley Street Machines**
**Buffalo City Remote Control Squadron**
**Southeastern Pickup Pulling Association**
**Jamestown Demolition Club**
**Individuals Motorcycle Club**
**FM Crusaders Jamestown Chapter**
**Harley Owners Group (HOG)**
**Christian Motorcycle Association**
**Jim River Drift Skippers**

Watch for upcoming events here in Jamestown 2016

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**YOU WON'T BELIEVE THESE 20 BARN FIND CARS. #6 Will make you cry**

Story & Photos by (legendaryvideos.com)

1. 1951 Hudson Convertible

Sure the Hudson Motor Car Co. is no more. However, that does not mean that we cannot find the rare Hudson on the road and even in a barn here and there from time to time. Check out this insane barn find of a long-forgotten 1951 Hudson Convertible. Way cool…

2. Chevrolet Car Hauler Complete With A Load Of Barn Find Cars

How awesome of a barn find is this mac daddy of old vehicles? Not only did the car hunter find an old Chevrolet automobile transport truck, it just so happens to have a full load of old cars on it.

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3. 1939 Graham Spirit of Motion Model 97 Coupe

This 1939 Graham Spirit of Motion Model 97 Coupe is an insanely rare barn find car. Considering that the Graham-Paige American automobile manufacturer closed its doors back in 1940, this should not come as much of a surprise. However, thankfully, there are still a few cool Graham cars around such as this Spirit of Motion car noteworthy for grille, fenders, and wheel openings.

4. Pontiac GTO Judge

Can you believe that this Pontiac GTO Judge sat all alone and forgotten in some barn for 22 years? Yeah, sad, I know. Fun Barn Find Car Fact: The GTO Judge got its name from a reoccurring routine in the Rowan & Martin's Laugh-In television show in which, “Here come de judge,” was regularly said as a catchphrase.

5. Plymouth Barracuda

American Muscle Car

Wow, I love this car find 1950 Pontiac two-door Streamliner. Though this Pontiac Streamliner is a two-door car, it is also a full-sized station wagon. It is also a beautiful example of Pontiac's iconic torpedo styling. Very nice barn find car, huh?

6. 1960 Corvette

Hey, it isn’t every day that one comes across a 1960 Corvette in a field outside a barn, is it? This sweet American muscle car Corvette barn find sure would be a fun project, wouldn’t it? I wonder how much of its first-generation C1 sports car engine remains beneath its hood.

7. 1950 Pontiac two-door Streamliner Station Wagon

8. 1977 Porsche 911S Barn Find

Poor lil' Porsche. For reasons I do not know or would ever understand, the owner of this would-be 1977 Porsche 911S parked this iconic German sports car in a barn way back and 1988 and left it alone ever since. Thank the Car Gods Above, for a barn find car hunter has found it and rescued it.

9. 1971 Chevrolet Corvette Convertible

Why are there so many Corvettes being left behind in barns and fields? I do not know. However, I do know that this forest green 1971 Chevrolet Corvette Convertible is one incredible barn find! And, this third-generation Corvette appears to be in pretty good shape considering where it’s been planted for years.

10. 1966 Ford Mustang Muscle Car

This 1966 Ford Mustang barn find
American muscle car looks so old it almost looks as if it is a Ford Falcon, the predecessor to the Mustang. But it is not, it is in fact a very sweet find of a first generation Ford Mustang.

11. Barn Find Of The Year: Old Hudson Police Pursuit Car

WOW. This police car has got to be one of my favorite barn finds of all time. And, it sure looks as if this old Hudson Police Pursuit Car or Police Cruiser could be brought back to life fairly quickly. Isn't that light/siren contraption on its roof totally boss?

12. 1955 Studebaker Stiletto Show Car Is Not Ready For Show, Yet

How awesomely sinister is the front end of this 1955 Studebaker Stiletto Show Car? It is so sharp, it looks dangerous. In fact, I prefer this Studebaker Stiletto to the more famous and popular 1955 Studebaker Speedster which is much more staid in its design.

13. Buick Hearse

Although it looks as if it is not all there, this old Buick hearse is one hell of a barn find. If its owner decides not to return it to its road-rolling days, I bet it can still be converted into something cool, perhaps a fish tank or greenhouse.

14. 1970 Chevelle SS LS6 Mid-Sized Muscle Car

The mid-sized muscle car was designed and made to scratch the itch of those road demons who cannot handle a full-sized muscle car such as a Dodge Challenger and do not wish to drive something as puny Honda Civic. And, the 1970 Chevrolet Chevelle SS LS was the king of the mid-sized American sports car back in its day.

15. Ferrari Testarossa

Oh my! Why oh why would someone abandon a car such as a Ferrari Testarossa? I do not know. Maybe this one was left behind simply because it is in Dubai and its owner has stables upon stables worth of supercars, hyper cars, and hyper cars. There can be no other justification.

16. Ferrari 250 Race Car

This isn’t any ordinary Ferrari 250. No sir, this Ferrari 250 was an actual race car back in its day. However, when its race days came to an end, its owner donated it to an auto mechanic school. And from there, this Ferrari somehow eventually ended up here. Strange journey for a proud car.

17. Hudson Super Wasp

Any Hudson Wasp is a rare find. After all, the now dead auto company only made the Wasp from 1952 to 1956. However, the four-door sedan version of the Hudson Wasp, as is this barn find, is especially rare since of the five Hudson Wasp model types made, only one has four doors.

18. Two 1965 Ford Mustangs

Twins are sexy, aren’t they? And twin American muscle cars are extra sexy, aren’t they? These twin 1965 Ford Mustang American muscle car barn finds, one blue and the other white, have got all that a red-, white-, and blue-blooded
19. Last Shelby Cobra Daytona Coupe

Word is that this barn find is the only of the six Shelby Cobra Daytona Coupes ever made and that no one knew where it was for many years. The Shelby Cobra Daytona Coupe is a legend in the car world being the Shelby that won Le Mans and the Shelby that more than held its own at the storied Bonneville Salt Flats.


Designed and built by the Russians in the 1960s, the ZIL-E-167 was made to work in such demanding locations as the Urals and Siberia, which means that this extreme utility off-road truck can more than handle whatever you have in store for it!

CLASSIC CAR REVIEW
1971 PLYMOUTH GTX
GTO Fighter
Story & Photos by Daniel Vaughan
(conceptcarz.com)

The GTX was introduced as Plymouth's first fully packaged musclecar and was designed to compete with the Pontiac GTO. In the GTX's favor was America's largest V8 engine, all standard. The 440 became a trademark for the GTX, serving it well on the street and on the strip. Through 1971, the GTX was a respected muscle car that was able to hold its own against many heavy-hitters; if there was any room for doubt, the Hemi could always be specified. From 1972-1974, the GTX became an option package on the less expensive Road Runner, which was also powered by the trademark 440.

This 1971 edition represents the first year for the 3rd-generation GTX, which had a brand-new modern coupe body and was available in a range of colors and stripe packages to satisfy any kid or mature adult. While production was down due to the diminished musclecar market, it was perhaps the greatest GTX ever. The standard 440 4-barrel V8 engine was complemented with the same lineup as 1970, the 440 6-barrel and the 426 Hemi.

Available painted rubber bumpers and front-and-rear spoilers made the GTX among the raciest-looking cars of 1971, but only 2,942 were built. Far fewer of them came with the pistol-gripped 4-speed 440 4-barrel. This vehicle also has the unique gunmetal gray interior color.

In 1967 Plymouth introduced the GTX as an optional package on the Belvedere model line. The GTX was a two-door vehicle that could be purchased in either convertible or hardtop configuration. It had all the performance options pre-installed and packaged in a stylish vehicle design. The excellent handling was courteous of the leaf springs, modified shocks, ball joins, and torsion bars. Under the hood was a 440 cubic-inch eight-cylinder engine, dubbed the Super Commando 440, producing an astonishing 375 horsepower?A 426 cubic-inch Hemi engine was optional, and boosted horsepower to 425. It cost just a little over $540 for the Hemi engine and only 720 buyers purchased this option. The three-speed automatic transmission was standard but a four-speed manual could be purchased to replace the automatic gearbox.

Plymouth offered a Super Stock R023 version that included the Hemi engine and intended for the drag strip racing circuit. To reduce weight, all non-essential items were removed including the heater, radio, and carpet. Only 55 examples were produced. The 440 was a tunable engine, still able to be driven on the street,
and was not plagued with the same tire-spin that the Hemi endured.

In 1968 the GTX was modified both aesthetically and mechanically. The taillights and grill were revised and a new hood design was used in place of the former design. In the front were disc brakes. The suspension was modified, the tires became wider, and it now featured a limited slip differential. It shared many of the same mechanics as the Plymouth Road Runner, an economical, performance machine. The TorqueFlite automatic gearbox was standard but could be replaced with a four-speed manual at no-cost. Only 450 GTX's were ordered with the Hemi option, costing the $564 over the base $3,355 price.

For 1969, the GTX was modified only slightly with most of the changes to the grill and taillights. The big news was the Hurst shifter, Air Grabber option, and various rear axles. There were now three engine options. The 440 cubic-inch engines single four-barrel carburetor was replaced with a three two-barrel carburetor resulting in 390 horsepower. It was dubbed the 440+6 and cost just $120 over the base 440 cubic-inch engine that produced 375 horsepower. Only 209 buyers shelled out the $700 for the Hemi engine. This was the final year the convertible option was offered.

In 1970 the GTX was restyled and given a hood scoop that did nothing but add to the aggressive look of the car. A bulge in the hood completed the look of the vehicle. The 440 cubic-inch 8-cylinder engine was standard. The 440+6 and 426 Hemi were optional. The 440+6 was a popular option with 768 buyers opting for the performance increase. Only 72 buyers purchased the Hemi. Sales were slow for the GTX in 1970 with only 7,748 examples being produced. The Road Runner was partially responsible. It was a lost cost alternative that was faster than the GTX. Plymouth decided to produce the GTX in 1971 but it was the final year. The styling was updated, its lines were curvy and it sat atop a shortened wheelbase. To improve the handling, the GTX received a wider track. The Air Grabber was optional. The 440 cubic-inch engine was standard, now producing five less horsepower than the private year. 30 examples of the Hemi were ordered. The 440+6, still available, produced 390 horsepower. With only 2,942 examples sold, Plymouth decided to make the GTX as an option on the Road Runner for 1972.

Hello!!!

Things are really shaping up for the 24th Annual Devils Run "North America's HOTTEST Car Show/Rod Run". We are really close to posting the 2016 schedule and are excited about all the new entries that are already in. There is also the possibility of a new motel opening prior to the Devils Run dates.

Activities will start with a Steak Fry Run to Lakota on Thursday. This is a no host fund raiser for the Lakota Fire Department and they do a terrific job serving Steaks (or burgers for those that want a lighter meal). Lakota is only 27 miles from Devils Lake and it is four lanes all the way. We call this the "Rolling Thunder Dinner Cruise".

Friday most activities are at and are sponsored by the Spirit Lake Casino and Resort just 7 miles South of Devils Lake. The past few years they have sponsored the "Muscle Car Show" and have built a nice area for the Burnouts and other activities usually held later on Friday. The Casino is also helping sponsor the Saturday noon meal.

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Two of the bands are booked, the Woofers for Saturday, during and after the Steak Fry. Sunday from 10:30 AM to closing ceremony will be the “Johnny Vegas” they do some Elvis, Frank Sinatra, Neil Diamond and a lot of Vegas stuff. They are both new to Devils Run and come with great references promising a weekend of enjoyable entertainment.

Some of the bars in Devils Lake have also booked excellent entertainment for those people that just can't get enough and enjoy the night life. Devils Lake merchants are gearing up for the influx of people and planning sales throughout the business community. Competing with the merchants are the City Wide Rummage Sales and the Women's World Extravaganza in the Bill Jerome Arena. The Auto-Cross event will be going on most of Saturday in Ruger Park. The Collector Car Auction in the Burdick Arena following the Parade. The car show and entertainment will be in Roosevelt Park all three days.

Some reminders:
* Devils Run Registration goes up May 1st. Entry forms can be printed at www.greaterdakotaclassics.com
* Lake Region State College has dorm rooms available for rent, very reasonable. http://www.lrsc.edu/discover-lrsc/devils-run
* Information on the upcoming 25th Anniversary book, contact cv27@gondtc.com
* The Devils Lake Daily Journal will be looking for articles to publish about you and your car, submit them to news@devilslakejournal.com
* Self-contained motor homes and campers can be parked near the ball diamonds by contacting twallacedlpb@gondtc.com
* There will be some space marked off at the former Wal-Mart which is now called “City Plaza” for Self-Contained units.
* Buses will run on the hour from Roosevelt Park to downtown shopping areas, the car auction and the Spirit Lake Casino on Saturday.

I have been told that the former Trails West Motel across from Roosevelt Park has changed ownership and is now called the Sun Lac Inn (701) 662-5011. They have remodeled 53 of the 72 rooms and currently have 40 rooms available for Friday & Saturday of Devils Run.

The Devils Run Collector Car Auction is under new ownership and management. Contact Randy Kilback (woodriver77@hotmail.com) or Kathy katemer64@hotmail.com

See You Soon!!
Stan

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CLASSIC CAR REVIEW
1974 PONTIAC GTO
Swan Song
Story & Photos by Rocky Rotella
(hotrod.com)

A Historic Look at the Stepchild of the First GTO Era-The '74 Goat

Most hobbyists consider the GTO the vehicle that launched the musclecar era. Its recipe of a large-displacement engine in a relatively small body was an immediate success, and most other manufacturers quickly followed suit. In later years, however, emphasis was redirected from performance to fuel economy and emissions, turning most performance cars into little more than appearance packages.

Since its introduction in 1964, the GTO had always been based on the intermediate A-body platform. As years progressed and vehicle sizes grew, the intermediates lost much of their lightweight character. Horsepower dwindled from stricter emission standards, and GTO performance began to suffer. But that wasn't all. Fuel economy became a key selling point during the '70s, and smaller vehicles with smaller-displacement engines became the economic choice for most buyers.

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As GTO sales declined again in 1973, Pontiac took a different approach by changing the GTO's platform for 1974. Based on the X-body Ventura, and with the 350 four-barrel as the only available engine, the '74 GTO was a classic example of a performance car that was downsized to follow the market trend. But with just over 7,000 units built, this new GTO was cancelled after only a year, and is one that many new hobbyists are unfamiliar with. Follow along as we explore one of Pontiac's most misconceived models and give it some long overdue attention.

Exterior And Interior the Ventura was built alongside the Chevrolet Nova, the Buick Apollo, and the Oldsmobile Omega at General Motors' Willow Run, Michigan, and Van Nuys, California, assembly plants. To keep vehicle pricing at a minimum, the base Ventura included only a few standard convenience options. The WW3 GTO package, however, incorporated several unique characteristics to separate it from other Ventura models. Its availability was limited to Ventura or Ventura Custom models in either two-door coupe or two-door hatchback styling. Option package pricing ranged from $413 to $461 based upon model and body styling and whether the Space Saver spare tire was ordered.

To retain as much performance persona as possible, the GTO package included such sporty options as dual exhaust, the ride and handling package, and Rally II wheels without trim rings. In addition, the GTO received specific color-coordinated decals, a unique grille treatment, dual outside sport mirrors, and interior door panel badges.

The GTO’s most unique characteristic is more commonly associated with the Firebird Trans Am. A functional Shaker hood scoop with a solenoid-operated air valve at the rear allowed the carburetor to ingest cooler air under heavy acceleration. Its actuation system incorporated a vacuum-controlled electric switch that prevented function until vacuum levels dropped below approximately 2 inches. And a temperature-sending unit located in the cylinder head prevented electrical current from passing through the vacuum switch until coolant temperature exceeded 140 degrees.

Color availability included any of the 16 regular-production Ventura exterior colors along with a few special order hues. When combined with the wide variety of interior colors, buyers could create a unique GTO. As with other V-8-powered Ventura models equipped with a manual transmission, the GTO's shifter was floor-mounted whether bucket seats or front console were ordered. Automatic cars, however, received a column-mounted shifter unless a front console was ordered-then it was relocated to the floor.

The Powertrain and Suspension At the heart of the GTO was the L76 350ci four-barrel engine churning out 200 hp at 4,400 rpm and 295 lb-ft at 2,800 rpm. For the first time since its debut in 1964, no optional performance equipment or larger engines were available. But rumors of specific head castings, unique camshafts, or different internal parts have obscured reality. With the discovery of Pontiac's Engine Assembly Manual from 1974, we now know that the GTO's engine is virtually identical to those found in various Pontiac models. However, the X-body did require unique exhaust manifolds with center outlets to fit its sub frame. Because of this, the entire Ventura line received its own series of block codes.

Any Ventura model equipped with a manual transmission received a WP-coded engine. And any bound for California received a ZP-coded engine along with an automatic transmission. Codes YP and YS are the 49-state applications for any Ventura equipped with an automatic transmission. It does appear, however, that the GTO received only the YS. Referring to said assembly manual, we found that the YP and YS engines differ only in the EGR valve part number. Because the L76 engine was also available with single exhaust, this may indicate that different block codes were required for engines with single and dual exhaust. But we are continuing to research this theory.

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Regardless of its block code, all GTO engines received cylinder head casting No. 46 with a secondary application stamp of 6H. These heads have 1.96-/1.66-inch valves and a combustion chamber volume of approximately 96cc producing a compression ratio of 7.6:1. Many believe the GTO received a unique No. 46 head with threaded rocker arm studs. But as we learned in “Heading for Controversy” (Dec. ‘03 HPP), all production heads assembled after May 7, 1973, received threadeed studs—which means the GTO No. 46 heads are the same as those found on any other non-GTO 350ci.

Atop the cylinder heads were a cast-iron four-barrel intake manifold and a Rochester Quadra-jet carburetor. Backing the small-displacement mill were three transmissions from which buyers could choose—the standard M11 three-speed manual, the optional M20 four-speed manual, and the optional M38 automatic transmission. Power was transferred to the pavement through a leaf-sprung 8.5-inch GM 10-bolt rearend with 3.08 gears. The G80 limited-slip differential was an extra-cost option.

The No46 cylinder head was used on most '73--'74 350ci applications. It was, however, the only casting used on the GTO 350ci in 1974. Not to be confused with earlier castings from 1969, the '73--'74 No46s also had small intake and exhaust valves but received threaded rocker arm studs after mid-May 1973.

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In its May 1974 issue, Cars magazine compared a well-optioned '74 GTO complete with four-speed manual transmission and 3.08 gears to a '64 GTO with a 389 four-barrel engine, automatic transmission, and 3.55 gears. Pontiac performance legend Nunzi Romano of Nunzi's Automotive in Brooklyn, New York, was on hand to perform the comparison. With Romano behind the wheel, the '74 posted a best quarter-mile pass of 15.72 seconds at 88 mph, while the '64 model was slightly quicker; turning 15.64 at 90 mph. Zero-to-60-mph times for the two were similar at 7.7 and 7.4 seconds, respectively. But even though the new model was not as quick, writers raved not only about its performance balance, but also how much ride and handling had improved since its inception.
on the console and allowed the driver to monitor the engine’s vitals. The tachometer was just left of the speedometer in the void left by the displaced fuel gauge. Few convenience options were standard, and some, such as power windows, power door locks, and the stereo tape player were not available at all.

Even with less displacement and output than larger 455ci engines from the same year, the smaller body allowed the ’74 GTO to perform similarly to its predecessors. Not laden with standard convenience options and power-robbing accessories, a sharp buyer wanting a lightweight street fighter could easily select the proper options to create a boulevard racer running stoplight-to-stoplight with many comparable cars of its time.

Some hobbyists who own earlier-model-year GTOs consider the ’74 as the proverbial red-headed stepchild within the GTO family tree. Just 7,058 were built during the ’74 model year. Total production numbers can be broken down to 687 hatchbacks with manual transmission, 1,036 hatchbacks with automatic transmission, 2,487 coupes with manual transmission, and 2,848 coupes with automatic transmission. But when you consider that only 4,806 A-body GTOs were built during the ’73 model year, it appears the smaller, X-body GTO may have offered buyers more practicality than earlier models.

As with most cars of its day, the ’74 GTO was not considered an instant collector’s item, nor did many survive their tour of duty. Even though clean, original examples like that featured here can still be found, many unknowing enthusiasts still regard them as nothing more than a glorified Nova and rarely give them a second look on the show field. Only now, while in the midst of the new GTO era, might we realize how much effort Pontiac set forth in 1974 to retain the GTO nameplate without it becoming another decal package. But no matter how you perceive the ’74 GTO, no one can deny it closed a glorious chapter in Pontiac history. After all, it was the last GTO for 30 years.

Unusually warm weather this last autumn allowed me to cruise over to the Yorktown (NY) Cars and Coffee the first week of November in my ’69. Among the Corvettes, Mustangs, Porsches, and more Corvettes, I spotted this tidy example of a 1970’s GM A-body Colonnade coupe. These cars are rare sights at car shows nowadays. But I did not realize how rare this car was until I spoke with its owner, Phil Roitman of Katonah, NY.

First a little background on the 1973 Gran Sports. The Buick Gran Sport was the muscle car version of the Buick Century. The GM A-bodies were new for 1973, featuring the Colonnade styling. All the A-bodies were around 325 pounds heavier than the prior years’ models due to roof and frame reinforcements required by the anticipated safety federal rollover standards (which never materialized). However, due to the large engine compartments of these cars, stuffing them with big V8 power plants was not a problem. The Admiralty Blue ’74 GTO featured in our article belongs to Tom Nelson of Yankton, South Dakota. Tom purchased his car in 1994 at a young age and continued to drive it until a full restoration could be performed. It was completely dis-assembled and fully detailed to create its stunning appearance today. After several years and countless hours of hard work, Tom’s GTO is now limited to light street and show duty.

CLASSIC CAR REVIEW
1973 BUICK GRAN SPORT STAGE 1
Story & Photos by Dave Rubin
(hemmings.com)

Optional on all Ventura models including the GTO, UPC D98 Vinyl Accent Stripes added $41 to the bottom line and were also color coordinated matching the “GTO” decals. The stripes start on the fender and extend rearward to the quarter-reminiscent of those installed on the ’69 GTO Judge.

The Admiralty Blue ’74 GTO featured in our article belongs to Tom Nelson of Yankton, South Dakota. Tom purchased his car in 1994 at a young age and continued to drive it until a full restoration could be performed. It was completely dis-assembled and fully detailed to create its stunning appearance today. After several years and countless hours of hard work, Tom’s GTO is now limited to light street and show duty.

Unusually warm weather this last autumn allowed me to cruise over to the Yorktown (NY) Cars and Coffee the first week of November in my ’69. Among the Corvettes, Mustangs, Porsches, and more Corvettes, I spotted this tidy example of a 1970’s GM A-body Colonnade coupe. These cars are rare sights at car shows nowadays. But I did not realize how rare this car was until I spoke with its owner, Phil Roitman of Katonah, NY.

First a little background on the 1973 Gran Sports. The Buick Gran Sport was the muscle car version of the Buick Century. The GM A-bodies were new for 1973, featuring the Colonnade styling. All the A-bodies were around 325 pounds heavier than the prior years’ models due to roof and frame reinforcements required by the anticipated safety federal rollover standards (which never materialized). However, due to the large engine compartments of these cars, stuffing them with big V8 power plants was not a problem. The Admiralty Blue ’74 GTO featured in our article belongs to Tom Nelson of Yankton, South Dakota. Tom purchased his car in 1994 at a young age and continued to drive it until a full restoration could be performed. It was completely dis-assembled and fully detailed to create its stunning appearance today. After several years and countless hours of hard work, Tom’s GTO is now limited to light street and show duty.

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A-bodies were built. The Buick Century had its Gran Sport, the Olds Cutlass had its 442, the Chevy Chevelle had an SS version, and the Pontiac Grand Am could be ordered as a GTO.

The Gran Sport was differentiated from the Century with decals on the rear fenders and trunk lid, suspension upgrades, and four engine choices. The Century came equipped with only a 150 net horsepower 350 2-bbl V8. The four Gran Sport engine choices for the ’73 line-up included either a 175 net horsepower 2-bbl 350 CID V8 or a 190 net horsepower 4-bbl 350 CID V8. A 225 net horsepower 455 CID V8 was available next, and topping it all off was the 270 net horsepower Stage 1 455 CID V8 (270 net horsepower equates to 340 to 350 gross horsepower according to this source). All engines were available with a 3-speed automatic or a 4-speed manual transmission.

Phil’s car is one of the scarce 4-speed variety. The car is currently a high gloss black, but was originally Harvest Gold. The new paint, factory correct decals, black vinyl roof, and black interior all show well. This is not a car for the concourse, but instead is a very presentable 100,000-mile cruiser. The car is straight, clean, and shiny. The only item that shows as not original is the tach.

Values listed in the 2015 Collector Car Price Guide for the 1973 Gran Sport are around $4,680 for a #3 condition car to $6,120 for a #1 condition car. Add the Stage 1 option, and those values increase to $10,400 for the #3 condition car to $13,600 for the #1 condition car. In the Guide there is no mention of what a 4-speed transmission or the Sun Coupe option does for value, but I believe it would increase markedly. These Gran Sports represent a good value for anyone wanting to get into the old car hobby for reasonable money. But you have to find one first!
General Motors assembled more than 142,000 of its glorious, glamorous and glitzy 1959 Cadillacs as the era of big fins reached its zenith.

Mike Siegal always held out hope that there was one out there somewhere that was meant to be his. The old car-loving Skokie, Ill., resident dreamed for years of owning one of the famous Caddies with the cartoonish tall tailfins, but there came a point when he began to lose hope. “It’s always been a dream car for me, and I waited a long time … And all the time I figured it was getting further away,” Siegal recalls. “You know how that is. You want a car, and you wait, and it just keeps getting more expensive. You want a ’60s Corvette? Forget about it! Now they are all over $50,000. So that’s the way I figured it was going for me.”

Siegal finally got the kind of lead he was hoping for on a car — a 1959 Series 6237 two-door coupe — that sounded promising, but even that turned into an exercise in more patience. “A friend in my synagogue was telling me about this car for a year, and I kept saying ‘Get me the phone number!’ I waited a year before I could get the number and call the guy.”

Oddly, Siegal never actually wound up talking to the owner of the Cadillac. Instead, he dealt with the man’s son. It all worked out in the end, however, and he had finally stumbled on a car that fit both his tastes and his budget. “I never met the guy who sold me the car. I never even talked to him,” Siegal laughed. “I only talked to his kid, and I bought this car without a title… The guy just lost it. He had a bunch of old cars and he was an older guy, and he just lost it. But I did my due diligence. I checked all the states around and made sure it wasn’t stolen or anything. I’ve been bringing the car to shows for 20 years and nobody has ever come up to me and said, ‘Hey, that’s my car, I want it back!’” [Laughs].

Siegal did eventually get a title from Illinois for the beautiful red-and-white coupe, and he has enjoyed many miles of smooth sailing ever since. At last check, the odometer had rolled past 117,000 miles with no end in sight. More than 2,000 of those miles have been tacked on during Siegal’s annual trips north the Iola Old Car Show in Iola, Wis. “It’s 225 miles each way — 450 miles round trip, and I’ve driven to Iola five times now,” he says proudly.

Siegal is a gregarious and outgoing sort, which is a good thing considering how much attention his Cadillac draws. He knows he will never be anonymous when he shows up anywhere in his bright red dream boat, and he’s meeting plenty of new friends because of it. “This is a car that everybody looks at. Little kids, old ladies — everybody looks at it. If you want attention, this is the car to have,” he says.

Certainly no other car better symbolized the fabulous, flamboyant 1950s better than the 1959 Cadillac. The “Bat-Wing” 1959 Chevrolets and “Forward Look” Chryslers were head-turners, too, but nothing could top the 1959 Cadillacs when it came to attracting eyeballs. The stunning new 1959 design featured huge vertical tailfins, twin bullet tail lamps, two
distinctive rooflines and roof pillar configurations and new jewel-like grille patterns with matching rear beauty panels.

The former 62 line was officially called the 6200 series in 1959 and was actually comprised of three sub-series, all with similar wheelbases and lengths. The five base Series 62 models were identifiable by their straight body rub moldings, running from front wheel openings to back bumpers, with crest medallions below the tip of the spear. A one-deck jeweled rear grille insert was seen. Standard equipment included: power brakes; power steering; automatic transmission; dual backup lamps; windshield washers and two-speed wipers; full wheel discs; outside rearview mirror; vanity mirror; and oil filter. The Series 62 convertible also had power windows and a two-way power seat. Plain fender skirts covered the rear wheel openings and hardtop sedans were available in four-window (Model 6239) and six-window (Model 6229) configurations.

The Series 6237 two-door coupe was actually the least-expensive model in the entire Cadillac family for 1959, but its timeless hardtop design has kept it among the most popular models with car buffs and collectors. The pillarless coupes carried a base price of $4,892 and weighed in at 4,690 lbs. With 21,947 assemblies, they were second in popularity among all ’59 Cadillacs behind only the Series 62 Model 6229 four-door hardtop sedan, commonly referred to as a six-window sedan for its fixed vent window on each rear door. The coupes and six-window sedans both had rooflines that gracefully arched down to the rear deck. Meanwhile, the four-window “flat-top” Model 6239 sedans had rear glass that dramatically curved between the vertical C pillars.

Under the hood of the Series 62 was a standard 390-cid V-8 rated at 325 hp, which were 15 ponies and 25 cubes more than the previous year’s 310-hp/365-cid V-8. Hydra-Matic shifting was standard, as was dual exhaust. Series 62s measured 225 inches from tip to tip and rolled on 130-inch-wheelbase chassis.

Siegal doesn’t have a lot of details about his car’s history before his 20-plus years of ownership, but he knows the coupe was restored at some point. “It was a black car and it had a black-and-gray interior,” he said. “So somebody spent an awful lot of money on this car. The VIN says it was black. When I had it repainted, I could have had it painted black, but it would have been a lot more trouble. Everything was red on the car by then, and I like red, so I kept it red.

“It’s got power windows, power seats... It’s got aftermarket air conditioning, AM radio, power steering, power brakes, automatic [transmission]. It’s got the Autronic-Eye, which is supposed to turn off the high beams, but it doesn’t work.”

Siegal’s car shows plenty of patina inside, which only adds to its charm. The red-and-white dash and steering wheel don’t completely hide their age. The vinyl seat upholstery had been re-done in red and white by the time Siegal bought the Cadillac, but he’s had the driver’s seat reupholstered once since then. The red paint outside still looks great, but Siegal says the chrome is largely original and could use some work. “There are a couple of rough spots, but once you start with the chrome, there is no end to it, and chrome is a fortune!” he laughs. “I have a ’57 Buick convertible also, and another guy that has one told me he just
spent $15,000 to re-chrome the bumpers. I don’t want to spend that kind of money [laughs].

“"It drives pretty nice. It’s not big on acceleration. But it drives pretty smooth. I think the engine and Trans have been rebuilt on this thing. Like I said, somebody spent a lot of money on this car at some point.”

Siegal has always loved the car, but he admits that he actually got talked into selling it once a few years back. The incident still has him shaking his head. “It was probably about 6 or 7 years ago somebody came to me and wanted to buy it. They kept after me and kept after me. Then I finally told the guy I would sell it to him, and he said, ‘No, I’m not interested.’ I was so [mad], because I didn’t want to sell it in the first place!”

Considering Siegal waited such a long time to find it, and has found so much enjoyment behind the wheel for more than two decades, it’s almost a guarantee the big coupe won’t be changing owners anytime soon.

“I was very happy to get this car, plus to get a red one! You can’t beat that,” he says. “I just want to be able to go to a [car] show. I want to have a nice car and be comfortable and have a good time. I like this one just the way it is.

“To me, it’s a special car.”

WANTED: Hood for 1948 1-ton Chevy Panel; speedometer and any other odd parts. Kern Shull 701-341-7174

WANTED: ‘57 Cadillac body and interior parts. Mainly seats and bumpers. Dallas 701-436-6399

WANTED: ‘53 Olds left fender 88 or 98 will work, complete. Green would be a bonus! Dallas 701-436-6399

WANTED: 1955-59 step-side pickup. Must be all complete, ready to drive. Prefer: Chevy Apache, 350 CU or less, no 6 cyl, and color of red, white, and blue, auto Trans, hwy gears. Call or text Duane 701-425-5358

WANTED: Cruise control vacuum servo (350 engine) for a 1974 Monte Carlo. Bill 701-720-7183

WANTED: 46-47 Ford 1/2 ton pickup for restoration project. Paul 701-360-3190

WANTED: 1959 Impala steering wheel. (Good Condition) Horn ring also if possible. Myron 701-367-9070

WANTED: Running/good 392 Hemi and a 1957/58 Chrysler parts car. Mark #767, 701-799-5090

Swap Shop ads are taken from James Valley Street Machine members, NDSSRA “Street Talking” magazine, “Cars for Sale in Jamestown” on Facebook.
WANTED: 4.3 Chevy V-6 carbureted w/ fuel pump on block. Dave 701-274-8975

WANTED: ‘68 Chevy C10 Short wheel base pickup. Would prefer a project, but will consider anything. Nate 701-471-3350

WANTED: ‘51 Cadillac 2 door project car. Any condition will be considered. Nate 701-471-3350

FOR SALE: 1951 Kaiser deluxe 4dr, motor: 302; Trans: C4; FoxII front suspension; 8” Ford rear end LOTS of extra parts; parts car also available for extra. $5000 obo Call Jerome at 701-400-8381 or jerome@krazkustoms.com

FOR SALE: Dual carburetor setup on Oppenheimer intake for 230 or 250 Chevy 6 cylinder. $325.00. Bill 701-720-7183

FOR SALE: 200-4R auto tranny $300.00. Bill 701-720-7183

Hood hinges (great condition), $150.00. Pair NOS trunk hinges, $125.00/pair. Keyed 50/51 ignition switch, $35.00+Shipping. Sterling 701-349-3913

FOR SALE: 1940 Packard 110, rare 2 door sedan. Complete but rusty; challenging but buildable. Have original title in previous owner’s name. $1500. Larry 218-463-4510 or hotrods37@outlook.com

FOR SALE: 2004R auto tranny $300.00. Bill 701-720-7183

FOR SALE: 1937 Chevy 2dr sedan builder ‘35 Ford straight axle; 9” rear end; body all there; no title, $1000 obo. Call Jerome at 701-400-8381 or jerome@krazkustoms.com

FOR SALE: 1961 Ford Econoline; straight six; 3 on tree; NOS carb; $1200 obo. Call Jerome at 701-400-8381 or jerome@krazkustoms.com


FOR SALE: 49-51 Merc. Parts. 3 - 49/50 bumper cores, $100 ea.

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<tr>
<td>09/24</td>
<td>TOP END DRAGWAYS &amp; Bracket Weekend</td>
<td>Sabin, Minnesota</td>
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<td>10/01</td>
<td>TOP END DRAGWAYS TintMasters Street Legal Days</td>
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<tr>
<td>10/02</td>
<td>Uffda Days</td>
<td>Rutland, North Dakota</td>
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<tr>
<td>10/05</td>
<td>MEETING &amp; CAR SHOW James Valley Street Machines Summertime Cookout</td>
<td>Jamestown, North Dakota</td>
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<td>TOP END DRAGWAYS &amp; Bracket Weekend</td>
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<td>10/09</td>
<td>2016 Season Championship</td>
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<td>10/15</td>
<td>TOP END DRAGWAYS &amp; Bracket Weekend</td>
<td>Sabin, Minnesota</td>
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<tr>
<td>11/09</td>
<td>James Valley Street Machines Regular Meeting</td>
<td>Jamestown, North Dakota</td>
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<td>12/08</td>
<td>James Valley Street Machines Awards Banquet 7:00</td>
<td>Jamestown, North Dakota</td>
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**SAY IT ISN'T SO!**

**CASH INCENTIVES TO TRADE, PERMANENTLY DISABLED OLDER VEHICLES. SEMA URGES OPPOSITION TO CALIFORNIA “FLEET MODERNIZATION” BILL**

*Story & Photos by Edward Sanchez (hotrod.com)*

If you think the idea behind “Cash for Clunkers” is permanently dead and buried, think again. However, this time around, it’s being resurrected at the state level in California as part of the ongoing implementation of the activist California Global Warming Solutions Act of 2006. The authors of the bill, led by Assemblyman Jim Cooper (D-Elk Grove) and co-sponsored by assembly members Luis Alejo, Ken Cooley, Bill Dodd and Kevin McCarty, are seeking to “modernize” the overall California vehicle fleet. The authors of the bill note that California has an unusually high percentage of registered, operating vehicles more than 20 years old, considered “gross polluters” by environmental activists. The proponents of the bill claim that just 10 to 15 percent of the vehicles on California roads are responsible for more than 50 percent of smog-forming emissions.

The Specialty Market Equipment Association (SEMA) claims that many of these vehicles are not used on a daily basis but are hobby vehicles driven occasionally and on weekends and that any kind of scrappage program could dramatically reduce the number of available salvage parts for restoration and rebuilding. The specific provisions of Assembly Bill 1965 include cash rebates of between $1,000 and $1,500 to owners that voluntarily trade in vehicles identified as “gross polluters.” For low-income residents, an allowance of up to $2,500 would be made available toward the purchase of a newer, less-polluting vehicle. The Car Allowance Rebate System (CARS) better known by its colloquial name “Cash for Clunkers” was a controversial program initiated by the Department of Transportation under the Obama administration in 2009. The program offered up to $4,500 cash to owners trading in a vehicle rated at less than 18 MPG. Under the program, engines were somewhat violently seized by the draining of oil and adding of sodium silicate to the crankcase. The glass-like solution would expand, abrade and ultimately seize the engine, ensuring that for all intents and purposes, it could not be rebuilt or salvaged. Dismantlers were then required to dispose of the engines under specific guidelines. Supporters of the program point to increased auto sales following the initiative, which the financially troubled auto industry desperately needed at the time.

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RARE PRESS RELEASES

Story & Photos by Mike Eppinger
(oldcarsweekly.com)

A Rare 1959 Press Release:
The Chrysler Climax

According to a press release, "Climax, the mid-year, limited-edition model is named in honor of 'Climax!,’ the popular one-hour long anthology television series sponsored by Chrysler Corp. on the Columbia Broadcasting System (CBS). The 1959 Chrysler Climax hardtops represent the zenith of sophisticated Forward-Look styling and the peak of performance with the new Golden Lion V-8 engine and push-button TorqueFlite automatic transmission. Arriving at Chrysler and Plymouth dealers on April 1, 1959, the Chrysler Climax is guaranteed to bring you to the pinnacle of motoring pleasure.

Lost Literature files: The 1969 Studebaker Scotsman brochure cover

From the lost literature files comes this announcement from 1969. That year, Studebaker made a last-ditch effort to remain a viable American automobile manufacturer with the release of the second-generation Scotsman.” The frugal Scotsman lived up to its “Common-Cents Car” slogan by cutting all luxury features, and was offered as bare-bones two- and four-door sedans. Cost-cutting measures eliminated the radio; power steering and brakes; and a three-speed manual gearbox was the only transmission available with the stock 120-hp six-cylinder engine. To keep the factory price around $2,100, the '69 Scotsman came with roll-up front and fixed rear windows; rubber mats instead of carpeting inside the cabin; black sidewall tires; and painted dog-dish hubcaps. The use of chrome was limited to front and rear bumpers.

Prototypical 1955 Ford Brochure

Found at a swap meet in Pyrite, Mich., this page from a 1955 Ford brochure shows a Crown Victoria with an open roof section above the front seating. The image suggests that Ford had toyed with the idea of making the tinted Plexiglas roof panel removable for true "open sky" motoring. The similarity to early '55 Thunderbird ads that showed the two-seater with the Fairlane "dip" side trim hints at the possibility that this lift-off Targa top for the Crown Victoria and the Fairlane T-Bird trim were both dropped at the last moment for technical reasons, cost considerations or design decisions.

Mystery illustration identified

The featured photograph is of a proposed Pontiac for model year 1949 that was discovered several years ago in an estate sale. Old Cars Weekly featured it in 2014 and asked if readers had information on the unidentified model, with little luck until early this year. Thanks to retired automotive employee Floyd Early, the mystery has been solved. Mr. Early identified the highly retouched photo from March 1948 and remembered what he said was the Pontiac Cherokee Silver Streak. Painted in Titanium Yellow, the chrome trim-laden four-door hardtop prototype wore five-inch whitewalls, deep-dish hubcaps with spinners and a tinted Plexiglas sun visor. The amber-tone Chief Pontiac hood ornament, hood emblem and center grille lens were each illuminated with the headlamps. Pontiac management was aiming at the upscale car market after World War II, and Mr. Early stated that GM nixed the Cherokee Silver Streak early because the luxury Pontiac

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would've cannibalized sales from Oldsmobile and Buick.

Un-released 1957 Metropolitan 3000 Literature Discovered

Have you ever wondered what a Metropolitan 1500 convertible with four-doors would have looked like? Well, it appears that American Motors did, as evident by the discovery of the adjacent piece of advertising literature from 1957 which was never released to the public – until now. Notice the “V” emblem in the grille and the mention of Nash’s V-4, which was an experimental engine at the time. With an estimated 110 hp, double the horses from the original Austin inline four, the new powerplant would have provided the necessary muscle to propel the heavier Metropolitan 3000. Admittedly, the Metropolitan 3000 four-seater made for an interesting prototype. But, thanks to clearer heads, American Motors management did not greenlight the “World’s Smartest Smaller 4-Door.”

PROJECT 1969 CAMARO

Story & Photos by Skovy (James Valley Street Machines)

Last summer I picked up a 1969 Camaro that was literally in a box. I thought this might be a great project for us to put together over at my Toy Box.

On the 1st Wednesday night of each month (Until it gets Cole) starting April 6th we will meet at my Toy Box (514 1st Street East Jamestown ND 58401) and start disassembly and reassembly. (Not much for disassembly since it’s all in a box). Starts at 6:30 and goes until we all want to quit.

Roll up your sleeves and get involved with this project! Pictures will be taken for future “RUMBLER” magazines. See you at the Toy Box!

(This project does not pay monetary value. This is a club activity.)
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5K RUN / WALK    10K RUN
SATURDAY
Jeep JUNE 4th @ 9:00am

Walk/Run starts at R.M. Stoudt. 800 23rd St SW. Jamestown, ND 58401. 800-279-2886. 701-252-2270

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ALL PROCEEDS are donated locally to the JRMC Foundation & Women’s Way Chapter to be used for Breast & Cervical Cancer screenings, education & needs.

In celebration of our 75th Anniversary, RM Stoudt will MATCH ALL DONATIONS for this year’s event WITH A GOAL OF MATCHING $10,000!

REGISTRATION FORM

Name: ________________________________
Address: ________________________________
City: ________________________________ State: ______________ Zip: ______________
Phone: ________________________________ Cell: ________________________________
Email: ________________________________

T-Shirt Size: (Adult) S M L XL XXL
Team Name: ________________________________

10K Run: _______ 5K Run: _______ 5K Walk: _______

Emergency Contact: ________________________________ Phone: ________________________________

*EACH PARTICIPANT must provide a signature to certify the following statement (Parent must sign if runner is under 18 years old)

Full Waiver & Release: In consideration for my entry being accepted, I hereby waive and release forever for myself, for my heirs, executors, administrators, any and all claims of actions and suits I may accrue against R.M. Stoudt, Ford, Lincoln, Chrysler, Dodge, Jeep, Ram, City of Jamestown, County of Stutsman, property owners and whose property the race is run, race director, volunteers and any sponsors of this race for any bodily injury, property damage or economic loss, including death, suffered by me while traveling to and from or competing in the Running of the Pink 10K run, 5K Run/Walk on June 4th, 2016, whether from natural hazards, human-made or any other defect or emission or act. I understand I may be included in photographs, videotapes, motion pictures, recordings or any other record on my participating in this event for any publicity and/or promotional purposes without obligation or liability to me. I also understand that all race fees are non-refundable.

Signature: ________________________________ Date: ______________ Signature: ________________________________ Date: ______________

( Parent/Guardian for Minors)
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PRIME STEEL
CAR SHOW
2016
Grand Forks, ND
APRIL 30TH - MAY 1ST

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Sun. May • 1 9AM-5PM
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Adults $10
Kids (12 & Under) Free with Adult

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6TH ANNUAL CAR SHOW
SATURDAY SEPTEMBER 24th 2016
Set Up-8:00 to 10:00  Show 10:00 to 3:00

Plaques for all cars (While supplies last)
CARS/TRUCKS  CLASSES  BIKES
$250.00  Show Stopper 1st Place (Judged)  $250.00
$150.00  Show Stopper 2nd Place (Judged)  $150.00
$ 75.00  Show Stopper 3rd Place (Judged)  $ 75.00
$150.00  People Choice 1st Place  $150.00
$100.00  People Choice 2nd Place  $100.00
$ 50.00  People Choice 3rd Place  $ 50.00
$150.00  Owners Choice  $150.00

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JAMESTOWN ND
SKOVY (701)-202-7067

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CO-APPLICANT NAME: __________________________

APPLICANT DOB: __________________________

CO-APPLICANT DOB: __________________________

STREET ADDRESS: __________________________

PO BOX: __________________________

CITY, STATE, ZIP: __________________________

E-MAIL ADDRESS: __________________________

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VEHICLES CURRENTLY OWNED
__________________________

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