Summer is here and I hope everyone is having a blast. I know I’ve been having special times at the Toy Box with my new toys and all you that are coming over and helping out.

July 6, we will have our meeting at R.M. Stoudt. The salesmen up there are cooking hamburgers & brats. Come on out with the family and have some fun. Of course it free (till it’s all gone!).

July is going to be a springboard for the 2016 Black Top Tour. I hope that you plan to attend. This is on July 29th, 30th & 31st. The
KISS concert is July 30th at the North Dakota State Fair and we plan to caravan to Minot to Rock On! Should be a blast. Look over the flyer in this months "RUMBLER" about all what’s going on.

We had discussions at our last meeting about some “CHASING” around North Dakota runs on certain Sundays. Will keep you posted in advance on our next run.

Lots of stuff happening with the James Valley Street Machines and Hot Rodding itself. Be there or be square!

Thank you everybody for reading and enjoying the “RUMBLER” magazine. Our e-mail subscriptions have passed 19,716 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.

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## ACTIVE MEMBERS

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BLACK TOP TOUR REPORT
(Clint from the Bottineau Car Club)

Looks like another great event! I will promote it up here as well! We have our annual car show and shine in Bottineau the following week. (August 5th & 6th) I will get you more details as we are just getting planning under way but the date is set along with a few other things!

Just a thought on your tour, and I know you have a lot of mile to travel each day so not a lot of time for sightseeing but a point of interest that could be a quick stop would be Mystical Horizons. It’s at the West edge of the Turtle Mountains and you will be going right by it. It’s worth a pull off the highway to check out. The view is spectacular and there is a working sun dial, monuments like Stonehenge etc. Great photo ops. 
http://woldengr.com/projects/TEO0005015MysticalHorizons/J Just a thought! Oh, and we have Tommy Turtle in Bottineau if you are looking for turtles LOL! Let me know if there is anything I can do to help you out as you go through our neck of the woods! Perhaps I can get a few of our guys to at least join you for the day as you tour around up here! Maybe even for the whole thing!

Thanks!

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Bison 6 Cinema in Jamestown ND and reviewed the movie “Warcraft”.

(MOVIE)

The peaceful realm of Azeroth stands on the brink of war as its civilization faces a fearsome race of invaders: orc warriors fleeing their dying home to colonize another. As a portal opens to connect the two worlds, one army faces destruction and the other faces extinction. From opposing sides, two heroes are set on a collision course that will decide the fate of their family, their people, and their home.

Evaluations from members were:

“Great Sci-Fi effects. Left open to see Warcraft II. Just plain Sci-Fi.”

“Good affordable movie. Loved the flying bird & baby at the end.”

“Amazing special effects. Great movie. When is Warcraft II?”

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.

This month, Skovy along with members of the James Valley Street Machines went to the

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Larry Zastoupil of Aberdeen, S.D. topped a go cart frame on an ATV to create the effect of the miniature ride. "I said I could put it on an ATV and make it look pretty cool." Crowds milled by the Minion themed yellow mini ride and its 1956 Ford pickup companion at Sunday's Buggies-n-Blues event in Mandan.

Trampas, left, and Amanda Braaten, of Bismarck, look over a 1958 Ford Skyliner on display at the 23rd Buggies-n-Blues show in downtown Mandan on Sunday afternoon. "I like how the roof on the car goes into the trunk," said Amanda. The car is owned by Larry Leingang, of Mandan, who has owned the unique Ford since 1971 when he spotted it on the south side of Mandan. "It was in the backyard of Fred Ripplinger and his son Fred jr. had it and I married his sister Bernadette to get the car," said Leingang "that's what we tell everybody anyway."

Larry Leingang was looking for a license plate from 1958 to match the year of his Ford Skyliner and a friend came up with a plate that once was on the governor's official car. "It's the original plate assigned to John Davis when he was governor," said Leingang. Today the plate is attached to the front of Leingang's red Ford.

A 1956 Ford pickup paired with a Minions themed yellow mini ride beside it was described as anything but despicable as crowds milled by at Sunday's Buggies-n-Blues on Main Street in Mandan.

Children and adults exclaimed surprise and delight over the tiny model matched against the rebuilt truck, both painted in bright yellow.

Larry Zastoupil of Aberdeen, S.D. topped a go cart frame on an ATV to create the effect of the miniature ride. "I said I could put it on an ATV and make it look pretty cool. The ATV is a Polaris four-wheeler. The body was made for a go cart and I modified it to fit on here." He said the mini vehicle can be driven and has space for an adult. "It was an afterthought with the Minions, but I thought it fit the theme pretty good." It drives well at a slower speed, he said.

Yet, it was the 60-year-old Ford F100, however, that involved the most work. The retired mechanic said his friend found it in Hillsboro 10 years in tough shape and rusted. It took three years to rebuild it.

"I built it from the ground up. ...It's the first one I restored. There was no motor in it. It was a frame and a shell." Despite some modern upgrades, Zastoupil has managed to keep the original seat and dashboard in the vehicle's interior.

A 1989 Grand Marquis engine was installed and since it was rebuilt, Zastoupil has driven it 20,000 miles to multiple classic car shows in the past six years. Buggies-n-Blues is his first Mandan event.
He likes how people admire the vehicles in the parades and it gives him a sense of pride.

**Model T**

Also popular with the crowd Sunday was the Pioneer Auto Club demonstrating how it could reassemble and start a 1925 Model T in four minutes.

Rick Setterlund, president of the group, said, “Somebody had already figured out “this is the easiest way to do it.” That’s the way we’ve been doing it. There’s always a trick ... Sometimes you don’t have all of the bolts in tight, but we get the engine in and the tires, the axles on, start it up and get it rolling.”

It takes a team of seven members to put the Model T together and team members will vary.

They’ve done the assembly on Medora’s stage in less than three minutes, Setterlund said. A similar presentation was done in front of the State Heritage Center in May, in Jamestown and numerous cities, Setterlund said.

**Motorsports Capital of North Dakota 2016 Rods & Hogs**

Was a great success thanks to the Downtown Association and all the great sponsors that climbed aboard this year? We had lot new units here this year and some competitions as well, got a lot of compliments on this year’s show for having something different.
JDRA had trike racing for a fundraiser for a future drag strip here in town. I just want to say thank you to all that came down to walk around and help set up the show.

Mark your calendars Drag races here in Jamestown on July 16-17 see ya there.

CLASSIC CAR REVIEW
1970 FORD TORINO
SUPER COBRA
Story & Pictures by (classicmusclecars.net)

The 1970 Ford Torino Cobra was an icon of the model lineup for that year. The new model featured a long hood with a short deck styling. All of the models featured for this year had a lower roof line than previous models. The sports roof model had a flat roof line and featured an increased windshield rake. When compared to previous year models the overall styling of the 1970 Ford Torino Cobra was much more aerodynamic and featured a grille that covered the full width of the front fascia and created a pointed front end. The grille also covered the new quad headlights. Both the front and rear bumpers were chromed and tightly fitted with the taillights situated above them, their rectangular rounded out the edges flowed well into the body lines gracefully extending to the front door and the front fenders. The cobra also featured optional sport slats and Magnum 500 wheels.

The new bodywork added some inches and pounds to the Torino. The wheelbase grew to 114 inches and the length grew by 5 inches. In order to improve the handling and road holding abilities of the Torino the wheel track was widened. However, the suspension still remained unchanged from the previous model. The new car weighed 100 pounds more and heavy duty suspension packages remained as options. A 1970 Ford Torino Cobra was subjected to a stringent handling test which was described as completely different. The call was able to go through
tight turns in a confidence inspiring manner with an amazing controlled slide.

The top of range engine for the 1970 Ford Torino cobra was the 429 SCJ (Super Cobra Jet) rated at 375 horsepower. This was part of the “Drag Pack” option. Selecting this option turned a 429 CJ into a 429 SCJ. The drag pack included a large axle ratio, and included a four bolt main engine block, forged pistons, and a 780 CFM Holley carburetor, a solid lifter cam and engine oil cooler.

Various other options were offered for the differential and axle components. Ram air action was also optional on the 351C-4 which included a new “shaker hood “with a large scoop in the hood leading to the air cleaner. The “SHAKER” nickname came from the fact that when the engine was running the hood tended to shake a little less providing the nickname.

The 1970 Ford Torino cobra remained the pure performance model of the range even though it had less trim than the Torino GT. The cobra came with the standard four speed close ratio transmission.

The Torino Cobra remained the no-nonsense pure performance model, and had a lower level of trim than the Torino GT. The Cobra was only available as a Sportsroof model, and came standard with a 4-speed close ratio transmission, Hurst shifter, competition suspension, flat Hurst shifter, competition suspension, flat black hood and grille, 7" wide wheels, F70-14 tires with raised white letters, twist style exposed hood latches, and “Cobra” emblems. A 1970 Torino Cobra equipped with the Ram Air 370 horsepower 429 CJ, C-6 automatic and 3.50:1 rear axle, and it went 0 - 60 mph in 6.0 seconds while taking 14.5 seconds at 100 mph to go through the quarter mile.

Overall, the 1970 Ford Torino cobra was a very successful model and will be forever remembered as one of the greatest muscle cars ever.

classical car review
DODGE SUPER BEE
Story & Pictures by (Wikipedia.org)

The Dodge Super Bee is a muscle car marketed by Dodge that was produced for the 1968 through 1971 model years.

The Dodge Super Bee was based on the Dodge Coronet two-door coupe, and was produced from 1968 until 1970. It was Dodge's low-priced powerful muscle car and a rebadged version of the Plymouth Road Runner. The origin of the name, "Super Bee", has its basis in the "B" Body designation pertinent to Chrysler's mid-sized cars, including the Road Runner and Charger.

Plymouth's Road Runner sales were enough to have Dodge Division General Manager, Robert McCurry, request a similar model from the Dodge Styling office. Senior designer, Harvey J. Winn, won a "contest" with the name "Super Bee" and a new logo design based on the Dodge "Scat Pack" Bee medallion.[7] The design of the first Super Bee was influenced by the 1968 Coronet convertible and the show car's interior was built by the Alexander Brothers. The show car was introduced at the 1968 Detroit Auto Show.

Although the two cars are similar in external appearance, the Super Bee was slightly heavier and rode on a 117-inch wheelbase compared to the Road Runner's 116 inch wheelbase. In addition to minor external differences, such as larger rear wheel openings, the bumblebee tail stripe and fancier grille, and the taillight ornamentation, the Super Bee also used actual die cast chrome-plated "Bee" medallions. These three-dimensional medallions were prominently mounted in a raised position in the grille/hood area and the trunk lid/tailight area of the car throughout the first three years of production.

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The Super Bee used dash cluster from the Dodge Charger, while the four-speed manual cars received a Hurst Competition-Plus shifter with Hurst linkage. Due to the higher-quality accessories attached to the Super Bee, the car was sold at a higher price in comparison to the Plymouth version and this had a negative effect on sales.

The Super Bee was available with the Hemi engine. This option raised the price by 33%, and only 125 were sold. The 1968 model was only sold as a two-door coupe, with two engine options, the base 335 hp 383 Magnum, and the 426 Hemi, rated at 425 hp.

The Super Bee included a heavy-duty suspension, an optional Mopar A-833 four-speed manual transmission, and high-performance tires. Outside, a stripe (with the bee logo) was wrapped around the tail.

A hardtop version joined the existing pillared coupe body in 1969 and a new optional twin-scooped air induction hood, the "Ramchargers", became available. This particular option was coded N-96 and was the counterpart to the Plymouth Road Runner's "Coyote Duster" air induction hood. The "Ramchargers" hood featured forward-facing scoops.

A "six-pack" (three two-barrel carburetors) version of Dodge's 440 cubic-inch engine was added to the offering list mid-year. This option fell half-way between the standard engine and the Hemi as a USD463 option. The 1969 model year included the base 383 Magnum, 440 Six Pack, and the 426 Hemi. The 440 Magnum (4bbl) was reserved for the Coronet R/T.

For the 1970 model, the Super Bee received a redesign and a new front-end that consisted of a twin-looped front bumper that Dodge Public Relations referred to as "bumble bee wings". Sales fell for the year from 15,506 in 1970 to 5,054 in 1971 because of, or in spite of, this new look, with another sales pressure coming from higher insurance rates for performance cars; the similar Plymouth Road Runner and Plymouth Duster both experienced similar sales issues. In addition to the new looks, engine choices and "Ramchargers" hood carried over from 1969, the 1970 cars from Dodge featured several new or improved options. For example, a "C- stripe" variant of the bumble stripe was offered, in addition to new high-back bucket seats, a steering column-mounted ignition and a "pistol-grip" Hurst shifter on four-speed models.


In 1970, Chrysler of Mexico introduced the new Dodge Super Bee as a replacement for the company's previous sports car product, the Plymouth Barracuda. As the production and sale costs of the third-generation Barracuda in Mexico were too high, Dodge

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adapted the semi-fastback A-Body platform and introduced the Super Bee at the beginning.

The Super Bee was only available with the 318 engine V8... 270 horsepower, and either a four-speed or three-speed manual transmission. The 1970 model was virtually identical to the Plymouth Duster (known in Mexico as the "Dodge Valiant Duster"), with side stripes and the Super Bee decals.

In 1971, Dodge differentiated the Super Bee from the Duster, by using the grille from the American Dodge Demon. The model's body was modified on one further occasion, in 1972, and, by 1973, the front of the Dodge Dart became the standard design for the entire A Body line-up: the Duster, Super Bee, Valiant, and Dart all consisted of the same front grille, with the rear tail lights constituting the only difference between the Super Bee and the Valiant. However, in 1976, the final year for the A Body cars, the front grille of the Plymouth model became the standard design.

The Valiant Super Bee was equipped with the 318 V8 engine, with 270 horsepower, from 1970 to 1974; from 1975 to 1976, it contained the 360 V8 engine, with 300 horsepower. These engines had more power in Mexico than in the US, as Mexican anti-pollution laws were less strict in comparison to the US. Over the years, these models only received minor changes, such as new grilles, rear panels, and tail lights. The first generation was produced from 1970 to 1976; during the fall of 1975, Chrysler introduced the new F Body cars: the Dodge Aspen and Plymouth Volare (as 1976 models), while the Aspen R/T and Volare Road Runner were released as the sports versions.

RUMBLER MINISTRY
Story & Photos by Scott W. Block

Last month we took a trip down to what people “stick” on their rides. I spoke mostly about the little fishy-thing that identifies the driver of the automobile as a Christian.

This month I want to rant on things that never should be "stuck" in or on a car, no matter what.

No, it is not cool to have a fast food swivel tray installed in your vehicle. If you need to eat in your car so much that you have to have a fast food tray to hold a greasy taco or a slice of pizza, well, perhaps you should the advice of a doctor. If you must eat and run, then go inside and order and use the passenger seat or console to hold your food. And by all means, don’t throw the wrappers in the back seat or through the sliding window into the pickup bed.

Unless you own a race car there is no need to have a huge, gigantic spoiler planted on the back end or on top of the trunk. Sorry Mopar fans, the huge spoiler on the 1969 Daytona Charger was a very bad idea, and a very bad marketing ploy. They don’t call them whale tales for nothing. It adds weight, probably increases the drag, and certainly won’t help in keeping the rear wheels planted firmly to the asphalt at freeway speeds. Well, maybe not freeway speeds in North Dakota, Texas, or Montana, but you get my drift. But that’s my opinion, and if you really dig them, goes for it!

One that I have the most problem with is the.........and I need to politely explain this one. This bothers me greatly. In general you see them “hanging” from a pickup truck hitch. They are body parts that are related to the male human anatomy. For some odd reason, people see a need to put these greatly exaggerated and oversized body parts on their vehicle. For what possible reason, may I ask? Is it to assert someone’s manhood? It may be funny to some people, but not to me. I do wonder though what it means to them. Personally, I much prefer a whale tale to this any time of the day.

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No one really believes there are bullet holes in your car. If someone really does believe those phony stickers are real bullet holes then they have a lot to learn. It is probably the same person who hangs male body parts from the receiver that would believe something like that. There is no way these phony holes give any one any kind of street credibility. If anything, it makes the cops keep a closer eye on them. Perhaps this is another attempt at humor, but it falls quite short. Now if we are talking about the original Bonnie and Clyde car that has real bullet holes, well, that’s a different story!

It makes me chuckle to see fake hood scoops or bogus vents “bondo-ed” onto a hood. It’s bad enough when car manufacturers add these non-functional pieces of equipment to their products. But to add one on and then never paint it? Aww….come on! Yet people will drive around with a red car and a white hood.

It has been a long time since I have seen one of these and for that, I am quite grateful. Do you remember the cartoon character “Calvin” from the comic strip “Calvin and Hobbes”? If you a Ford fan, you would put this sticker on your back window of Calvin urinating on a Chevy logo. Vice versa, if you love Chevy’s then Calvin urinates on a Ford logo. Calvin, a little boy, was seen peeing on lots of different things as well. No matter how you slice it, this is not cool.

As an owner of a fine looking and newly painted street rod, I want my car to stay chip-free. And protecting the front of your vehicle’s paint from rocks, other road debris, and scratches is a good idea. However, using a “car bra” to do so is a bad one. This kind of accessory is generally tied on and loosens over time. The wind begins to make the bar “flap” against the car and can actually “sand” the paint right off. It’s ironic isn’t it? The product that was intended to prevent damage actually causes damage itself. Perhaps a better idea is go with a clear spray on film covering. That provides more protection while keeping your rod looking cool.

Well that’s about it for now. I haven’t even touched fake hood pins, gigantic oversized rims and tires on a Chevrolet Caprice, family stickers, or bolt-on chrome exhaust tips.

Once again, I hope you have enjoyed my little trip down a humorous road. Please remember this is all in fun and was meant to make you laugh, or at least chuckle, or at the very least, grunt. But no matter what, may God fill you with peace and joy and humor. God knows there are days when we could use more of that! It’s summer so keep cruisin’ and keep reading the Rumbler. Blessings to all of you!

A cowboy appeared before St. Peter at the Pearly Gates. ‘Have you ever done anything of particular merit?’ St. Peter asked.

“Well, I can think of one thing’ the cowboy offered. ‘On a trip to the Big Horn Mountains out in Wyoming, I came upon a gang of bikers who were threatening a young woman.

I directed them to leave her alone, but they wouldn’t listen. So, I approached the largest and most tattooed biker and smacked him in the face, kicked his bike over, ripped out his nose ring, and threw it on the ground.

I yelled, “Now, back off or I’ll kick the **** out of all of you!”

St. Peter was impressed and asked “When did this happen?”

The cowboy replied … “Couple of minutes ago.”

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CLASSIC CAR REVIEW
1965 BUICK WILDCAT SPORT COUPE
Story & Photos by Brian Earnest
(oldcarsweekly.com)

Kent Waddington always knew what the answer was going to be, but he kept asking the question anyway.

“Can I buy your car?”

Finally, after he had begun to lose hope that he would ever land the intoxicating 1965 Buick Wildcat sport coupe he had been lusting after for more than 20 years, he got the answer he was hoping for when he least expected it.

“I wanted that car from the time I was a kid, maybe 10 years old when I’d first seen the car,” Waddington laughs. “There was an Ohio couple that had a cottage on the river up here in eastern Ontario where I live, and I’d see the car every year when they came up. The first time saw it I thought, ‘I need that car!’ Every year I’d see the car and I’d ask the wife, ‘When are you gonna sell that car?’ Never mind that I was only 10 years old, or whatever, and had no money and no license… Every year for about 20 years I’d see her and ask her about the car. And, of course, every year it was ‘No, no, no’, I don’t want to sell the car.’”

That refrain finally changed in 1990, however. The good news for Waddington, a resident of Combermere, Ont., was that the couple was planning to sell the car, and they were giving him first dibs. The bad news was that the timing couldn’t have been much worse.

“I had just bought a brand new Cobra Mustang GT convertible when she phoned me and said I’m finished with the Buick if you want it,” he said. Still, Waddington figured it was now or never and he needed to pony up the money for the car or forever regret passing on his big chance to finally get the car. His tune began to change when he started trying to figure out the logistics of bringing the car home, however.

“I got excited and decided we had to go and look at it, but I’d never bought a car from across the border before and never bought one that far away… I started making phone calls [to state transportation bureaus] and they were all telling me I had to have trip permits for every state … It started to look like an insurmountable chore to ever get the car and drive it home. I figured I’d go through with it and go to Ohio and politely turn down the offer. I figured the car would be all rusty and beat up from sitting. “But then when the husband backed it out of the shed and the sun hit that 1,000 lbs. of chrome and I saw what kind of shape it was in I decided I had to have it. I wasn’t leaving without the car. I paid far too much for it and on top of that there was a 15, 16 percent exchange rate in favor of the Americans … But I got the car and I drove it home!”

Waddington quickly discovered the Wildcat had a bad wheel bearing in front that caused a nasty vibration above about 30 mph, so it was a long, slow trip home from Garrettsville, Ohio, not far from Cleveland. “It was probably youthful foolishness,” he says. “It was roughly 745 kilometers, which was 462 miles. It took us 2 ½ days to get home.”

But the excursion has proven to be worth it for Canadian car buff, which now has 16 vehicles in his collection, and non-more beloved than his authentic 1965 Buick. The car remains in remarkable

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original condition, with its interior and drive train untouched after 57,000-plus miles. Waddington has had touch-up paint work done on one small spot on the trunk and suspects the car had a front fender resprayed at some point in its past — probably from a minor fender bender or mishap in the previous owners' garage. But aside from routine maintenance and minor repairs, including some work on the wheel cylinders and machining the drum brakes, the shiny red-and-white hardtop cruiser has barely been touched.

"I never had any interest in doing anything to it," Waddington says. "Other than the brakes and exhaust and master cylinder, it's just as it drove out of the factory. The only that thing people would look at on it that is detracting from its beauty is the headliner. The ultraviolet light has really turned it almost to a powder ... I'm sure for couple hundred bucks I can have it changed, but it's authentic the way it is."

Waddington's car is a Custom model, which had a slightly fancier interior than the base model. The Wildcat lineup was expanded to 11 different trim and body style combinations for 1965 — the model's fourth year. The base and Deluxe series cars were available as four-door sedans, four-door sedans, two-door sport coupes and convertibles. The top-line Custom series did not include the four-door pillared sedan.

The Wildcat debuted in 1962 as a big, sporty two-door hardtop that was part of the Invicta lineup. At about 4,150 lbs., the big coupe needed some big cubes to justify the "sport" in its moniker and it got them with Buick's 401-cid V-8 rated at 325 hp. From the beginning, the Wildcat was never going to be confused with a true sports car, but its attractive styling, myriad of options and body styles, and healthy V-8 power made an attractive all-around family machine that Buick marked as its "family-sized sports car."

The 1965 Wildcats were slightly restyled and shared the LeSabre's new body. They carried new die-cast grilles with a large center emblem, large simulated bright front fender vents and Wildcat script on the quarter panels and deck. Inside, Wildcat emblems appeared on door panels. The full wheel covers also used the Wildcat emblem. The upscale Deluxe and Custom models could be had with bucket or notchback bench seats with folding arm rests and some other interior goodies, such as carpeted door kick panels.

Waddington's lovely red-and-white cruiser is outfitted with white vinyl seats and doors with contrasting back carpet and dash. For a base price of $3,272, buyers of the Deluxe level Wildcats got power steering, power brakes and seat and the standard 401-cid/325-hp V-8 with four-barrel carburetion. Automatic transmission was a $241.88 option on the Wildcats, while a four-speed manual was also on the options list for $231.13.

A combined total of 11,617 Deluxe and Custom Wildcat sport coupes like Waddington's were built for the 1965 model year —
there are no exact breakouts between the two top trim levels. The fancier Wildcats were slightly more popular with new car buyers than the base models, with the big four-door hardtop sedans being the top choice.

Waddington estimates he has spent between $800 and $1,000 to make minor repairs to his Wildcat over the past 25-plus years. The car’s dependability and versatility have made it a wonderful hobby car during the warm weather months. “When you get in it and sit down it’s just this cavernous opening, and usually you pump the accelerator twice, turn the key and off it goes,” he says. “It’s very nice to drive on the highway, it handles well, you can get six people in it if need be. It’s got a gigantic trunk. It was everything a big luxury boat from the mid-60s was supposed to be, and with a very high degree of reliability... It gets 17, 18, 19 miles per gallon — in Canadian gallons — which for a car that heavy and that big with a motor that size is pretty darn good.”

Waddington has put about 500 miles a year on his big red Buick. The original owners averaged a little over 1,000 miles a year, so the Wildcat has never really been a daily driver. “She never really drove it much,” Waddington says. “She was a bit eccentric and she and her husband always drove Chevrolet C10 trucks. She bought three Chevy trucks, and she bought them all in Canada, because for some reason she believed the Canadian trucks were better than the American trucks [laughs].”

Waddington recalls that he didn’t wait long to take the Wildcat to its first car show. It was the first thing he did with it — even before he got out of Ohio. “The day we got it was late in the afternoon by time got all the paperwork finished, and right across the road from their house was a Dairy Queen and they were having a cruise night and of course I wanted to show off my new car. So I drove across the road and the first guy I meet was a guy who worked at the Buick dealership in town and he was really [ticked] at me because he’d been trying to buy the car for years.”

After waiting 20-plus years to get his hands on the Wildcat, Waddington can’t picture parting with the car anytime soon. He has 15 other vehicles in his hobby fleet, but the Wildcat might be the least likely to go.

“I’m just the caretaker right now,” he says. “Lots of people want to buy it. I can think of five people that would love to have it. The problem is when I sell a car I never want to see it again ... We do get emotionally attached to these things.

“You can’t always explain what it is about a car that you like. It’s just something. And people that aren’t car people, they wouldn’t get it anyway.”
Hello Everyone,

The 24th Anniversary of Devils Run "North America's Hottest Car Show/Rod Run" is now history. Our total was 860 registered participant vehicles with many of them first time participants. With so many new participants there were a few glitches (especially with parade lineup), we apologize for those and promise to make the proper corrections.

We are working hard on the 25th Anniversary of Devils Run, if you were here for the 24th there were discount registration forms in your packet, make some copies and give them to your friends. It is not too early to get those sent in and reserve your rooms for June 2nd, 3rd & 4th, 2017.

Kicking off the 25th Anniversary we will again do the Steak Fry Run on June 1st followed by a huge fireworks display put on by the Spirit Lake Casino & Resort. I know the weekend gets long but we promise a jam packed weekend with so many activities that you will not be able to take them all in. You will especially want to make sure you attend the closing on Sunday June 4th; there will be some pleasant surprises.

Thank you,

Stan

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WESTMONT, IL – Clean Tools, Inc. is bringing a couple of breathtaking hot rods to this year’s “Back to the 50’s” show that will please every type of car fanatic. Ron Berry’s “Surf Seeker”, a custom hand crafted Volkswagen bus has imagination radiating from every inch of it. “Agnes”, a 1940 Oldsmobile built by Wes Rydell that was just awarded the 2016 March Performance Street Rod d’Elegance, will also be on display. Both of these vehicles bring their individual charisma to the show. “Agnes” is a show stopping classic and “Surf Seeker” is a refreshing change to the usual vehicles seen at street rod shows.

“Back to the 50’s” is a car show unlike any other. It catapults you back in time to an era where hot rods were a lifestyle rather than a hobby. The cars on display range anywhere from custom builds to timeless classics. What sets this show apart is the fact that it is outdoors, creating a more comfortable atmosphere than a convention center.

In previous years, “Back to the 50’s” had nearly 12,000 vehicles on display with more expected in 2016. The show will be at the Minnesota State Fairgrounds June 17th-19th. This event is something the whole family can enjoy during the summer months to get the kids out of the house! Stop by Clean Tools’ booth to get a look at these outstanding vehicles and chat with Clean Tools to learn about all the accessories they offer to care for your vehicle!

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FOR RAY EVERNHAM, IT IS THE HOLY GRAIL OF HOT RODS,
pursuing the car for most of his adult life and finally buying it, he faces an even bigger challenge – preserving it in its original movie condition for generations to come.

Evernham has partnered with Axalta Coating Systems, a leading global manufacturer of liquid and powder coatings, to bring this piece of movie history and Americana back to life. The car will go through a tedious forensic preservation and be unveiled in Axalta’s booth #22391 at the 2016 Specialty Equipment Market Association (SEMA) Show in Las Vegas during the first week of November 2016.

Evernham took a trip to see American Graffiti as a teenager and it changed his life. Today, he is leading the preservation of this iconic 1958 Chevy Impala, which was featured in the 1973 George Lucas film and is widely regarded as one of the most recognizable movie cars of all time.

“American Graffiti was an incredible movie about an exciting time in America,” said Evernham. “It brought back hot rods and rock and roll and launched the careers of dozens of stars. George Lucas did such an exciting job creating the set, building the cars and telling the story that you were truly transported back to a time when horsepower was king, you and your friends ruled the drive-in and the world was a simpler place.”

American Graffiti, a film about four long-time high-school friends set in Modesto, CA, in 1962, sported several great classic cars throughout the movie, with the 1958 Chevy Impala being one of the most iconic. In the movie, the white 1958 Chevy Impala belongs to Steve Bolander, the character played by Ron Howard, who loans it to one of the other central characters, Terry “the Toad” Fields. “The Toad” takes the Impala cruising and runs into a rebellious and wild girl named Debbie, who is played by Candy Clark. Toad and Debbie end up parked in the back woods where the social inept Toad appears to be on his way to getting lucky. All of a sudden the pair realize that the Impala is gone and they are left on their own.

Other notable actors featured in American Graffiti include Richard Dreyfuss, Cindy Williams, Harrison Ford, Mackenzie Phillips and Suzanne Somers.

“When I was a teenager growing up in New Jersey, this car represented everything that was cool about America’s car culture – independence, coming of age, freedom and enjoying your life with your buddies,” said Evernham. “This car has been on my dream list forever. To now own this car and lead the preservation of this incredible piece of American history is truly an honor. To me, it’s like having to repaint the Mona Lisa.”

After being used in the film, Mike Famalette, only 17 at the time, purchased the car directly from Lucas Films for $285 in 1972. Famalette held onto the car from that time until 2015 when Evernham acquired it.

“To save this car for future generations, we have to go back 42 years to its original movie condition,” noted Evernham. “It really is a forensic preservation. We have to take it apart piece by piece, catalog every piece and then repair those pieces. Every piece of chrome is being

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straightened and re-chromed. The emblems are being re-chromed. The nuts and bolts are being re-plated. The interior has been entirely dis-assembled and will be restored back to its movie condition. Everything we took off is going back in it. Even the tires are original and the air in them came directly from the movie set."

The only element Evernham is replacing is the engine, which was destroyed long before he purchased the car. As seen in American Graffiti, the '58 Impala was equipped with a four-barrel 348, and three-speed manual transmission. Evernham found a 1960 327 Chevy engine with six-barrel Stromberg carburetor to power the classic machine.

With partner Axalta Coating Systems, Evernham will replace the exact paint and pinstripes on the vehicle.

"Paint technology has come a long way since 1958," noted Harry Christman, North American Cromax® Brand Manager for Axalta. "Regardless, the paint scheme still represents the most recognizable aspect of this iconic car.

"The paint was more than 40 years old and hadn't been maintained," he explained. "If it was left unprotected, the car would have been destroyed. Axalta was able to recreate the exact paint blend, so we'll return this car to the condition that moviegoers have seen for years."

Evernham said the complexity of the restoration is daunting, and the time required will far exceed any project his team that has built award-winning, best-in-class cars for SEMA, Amelia Island Concours d’Elegance and the Pinehurst d’Elegance.

Following the debut, Evernham plans to show the car at a range of car shows from Hershey to Amelia Island and take it on tour across the country. The preservation will appear in the upcoming season of “AmeriCarna” on Velocity.

THE KIDS SAW A SOUTH DAKOTA COWBOY …
JOHN CRABTREE SAW A NEED
Story & Photos by Mike Eppinger
(oldcarsweekly.com)

They say that the Lord works in mysterious ways; John Crabtree is the poster child for this ol’ saying. If you ask John, he would never have guessed that his path would have lead him to having a heart for kids in the Ukraine. In fact, in talking with this South Dakota Cowboy, he’ll tell you that he should have been dead several times over. You got to be tough, living out in western South Dakota and Wyoming, and John’s got the stories and battle scars to prove that the West is still wild. John grew up on a ranch in Torrington, Wyoming.
School was easy, and he became bored and restless. With that rambunctious attitude, he had a tendency to get into trouble. Kicked out of school and in a little trouble, John left home at 15 and headed to Montana to set out on a new path. The path lead him to breaking horses and working in the oil fields. He got busted up on some rough stock and eventually found a job at a grocery store while he tried to start school again. He found out that being from Wyoming wasn't easy in a Montana school, and headed back home. He showed up back in Torrington, Wyoming as one of the best dressed-"brokest" cowboys there ever was. After some discussion with his mother, the school took him back. In school his English teacher encouraged him to write poetry. It was only by the grace of God that he graduated high school. John landed jobs at the Colorado Auto Auction, and eventually bought a Ford Model T, which he drove across the West selling old car parts. The Model T started his car business selling parts and working on projects. He’s been chasing old iron for over 45 years.

Life wasn’t easy for John. He’s loved and lost several wives and almost lost his life and livelihood in the process. It was this “bull” attitude that got him almost killed by a couple guys that thought his nose was out of joint. They were waiting outside for him and almost beat him to death. He remembers hearing them talk about how they were going to get rid of his body. They passed out and he made it home. John put pen to paper again, and wrote a poem about the encounter called “Cowboy at the Gate.” Years later, they read the poem at one of the men’s funeral. He’s had his house burned down, money stolen, he’s loved and lost, and thought good luck wasn’t coming his way. Hardened more from his bad luck, he didn’t think there was anything left out there. When he was younger, he had a bad experience with preachers and wasn’t going to set a boot through a church door again. But years later, a friend stopped in his shop and told him about an ex-gangster he had talked to at his church. John went, and the words that this former crime boss said hit home. It was like God was calling, and John accepted Christ as his savior and walked out of that church with his load lifted ready to start a new life. This new found salvation didn’t come easily, and he found himself alone once again.

John kept busy going to auctions selling parts and cars all over the world. All while John found time to write and do readings of his poetry taken from his life’s adventures.

The truck was a little lonely on those long trips to get cars, and John ventured to the Ukraine after he had lengthy correspondence with a woman there. He packed his bag and ventured off his quiet 80 acres and went looking for love. But when he got to the Ukraine he was unlucky in love again. With time to spare, he was looking for something to keep him busy until heading home. His interpreter said, “there are kids in orphanages that would love to meet a real cowboy.” John has always had a soft spot for kids and gladly accepted the invitation, but he wasn’t ready for what he’d see. John with his big Stetson and matching grin walked through the doors. A real cowboy, the kids could hardly contain themselves, just like in the books. But John couldn’t over-look the fact that most of them were without shoes and were living in hardship. He heard stories about children and the cruelty of the war. It melted his heart. Just like a true Midwesterner, he went into action to fix this wrong. He took his own money and bought treats, boots, hula hoops, and some other toys for the kids. He thought back of his own kids, and how fortunate he was to live
in America. There were 50 children and he could only buy 45 pairs of boots. It broke his heart that he couldn’t buy boots for all of them. He has made other trips to the orphanages and bought more boots. He came home not finding a wife, but a new love, a love for the children of the Ukraine.

John hasn't told many people, but word got out what he was doing and has received donations to help these kids from the Ukraine. Subsequently, he has had the opportunity to speak on behalf of the Ukrainian children to raise awareness of their plight.

John called VanDerBrink Auctions and said that he wanted to sell his car collection to help raise money and awareness of the plight of the children in need in the Ukraine. John will be selling his entire collection on July 30 at 9:30 a.m. and if needed, carry over on July 31 at 9:30 for parts only at his place in Edgemont, South Dakota. This collection of Approx. 120 vehicles consisting of Rods, Restores, and hundreds of vintage car parts from Model T to 1960’s GM will be sold as “no reserve.”

Just outside of Custer, South Dakota is 80 acres of Wild West and western Iron. Everything from pickups, Model T’s, 1950 Ford woody wagon project, 1935 Chevrolet three-window coupe, to several “Bubble Top” Impala projects will be up for sale. There’s 1930’s and ‘40s bodies for rod projects everywhere. Hundreds of fenders, hubcaps, trim, motors, and much more will be available. The vehicles will be offered online & line and parts will be for bidders on-site only at the auction. You’ll want to be there in person and not miss this amazing auction. Also, there is no cell phone service on the auction grounds, making it your best option to see the vehicles in person.

This is such a great reason to buy cars and parts — helping John help kids in the Ukraine. John’s road has been rough and tumble throughout his past, but it looks like this cowboy is ready to hang up his hat and heart and settle back into a less hectic life.

I’ve known John for over 15 years. He was one of my first auction customers, and I was always glad to see him. His kind smile from under that Stetson helped me remember that I’m a South Dakota gal and It’s always good to remember that it’s the earth under your boots that keeps you grounded to what’s really important in life. John has always had a kind heart and made time for people while enlightening them with his poetry. It did my heart good to see him so settled, happy, and grounded.

There is something for everyone on this auction. You won’t want to miss your chance to buy from a wonderful selection of cars for rod and project along with many other parts. There is literally hundreds of parts. We’ll be kicking it off Saturday with the cars and rolling into the parts later that day. If needed – we’ll be there with more parts on Sunday. For pictures, more info, video, and more auctions visit www.vanderbrinkauctions.com or VanDerBrink Auctions 605-201-7005. See you in the Beautiful Black Hills weekend of July 30th, 2016!
“STREET OUTLAW’S”
JUSTIN “BIG CHIEF”
SHEARER AND THE
NHRA FIND COMMON
GROUND ON STREET
RACING SAFETY ISSUES
Story & Photos by
Phillip Thomas (hotrod.com)

NHRA Street racing’s biggest
tace on television and drag
racing’s biggest sanctioning body
agree: NHRA’s safety interests
are for the betterment of drag
racing

Yes, that Justin – Big Chief. The
405’s most infamous Pontiac
racer, and we say that as a term
of endearment. Many racers
started on the two-lane black top,
but as age and wisdom grew,
many began to see the signs. In
an interview during the 2016
NHRA Summer Nationals, the
NHRA asked Justin, “You’re out
at an NHRA event, and you see
all the control and the safety
that’s out here for the drivers;
what does that do to the way you
look at the illegal racing that you
do?”

“At some point in time, all things
went wrong here or there, so they
put people in place to help that –
to make sure you stay alive as
drag racer, and you get to race
the next day.”

Big Chief might seem
retrospective these days after his
accident with Brian “Chucky”
Davis while filming an episode of
Street Outlaws. However, when
the cameras are off, and the
television crew is off-duty, street
racing becomes a monumental
gamble – as a trio of Street
Outlaws participants recently
learned when an illegal street
race ended with two sideline
spectators dead. “It’s crazy that
we do what we do on the street
with all those risks – so at some
point, you have to wonder: Is the
risk worth it? Is the juice worth
the squeeze when you’re going
as fast we are on the street?”

What does this mean for the
NHRA and Big Chief? Clearly,
bridges have been mended, and
a new relationship between street
racing’s biggest face on television
and drag racing’s biggest
sanctioning body has seeded.
What will it grow into? That’s the
million dollar question.
SOME OLDER LOCAL DEALERSHIP PICTURES

SWAP SHOP

Swap Shop ads are taken from James Valley Street Machine members, NDSRA “Street Talking” magazine, “Cars for Sale in Jamestown” on Facebook.

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

Visit us 24/7 at jamesvalleystreetmachines.com
Hemi and a 1957/58 Chrysler parts car. Mark #767, 701-799-5090

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

WANTED: 1966 or 1967 Ford Fairlane 2 door hard top In really good condition. E-mail lg31811@yahoo.com Phone 218-207-8150 Ask for Dennis.

WANTED: Left-rear fender for 1955-59 Chevy 3100/3200 step-side pickup. Am looking for one that does not have indentation for spare tire mount. If you have one, please call Jim @ 605.200.0366

FOR SALE: 1951 Kaiser deluxe 4dr, motor: 302; trans: C4; Fox II 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: 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. 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: 200-4R auto tranny $300.00. Bill 701-720-7183

FOR SALE: 1957 Chevy Desert radiator. Used, but good condition. Dean 701-255-3883

FOR SALE: Ford 2dr Sedan project with title $6,500.00 Kevin 701-367-7762

FOR SALE: NASCAR tire, certificate of authenticity, May 2014, Charlotte $90.00 Kevin 701-367-7762

FOR SALE: 1955 Chevy Belair 2 door sedan project or parts car. Also, 301 Chevy motor pair of 327 heads. 701-680-1517

FOR SALE: 49-52 Chevy Heater box, $15.00. 49-52 Chevy Hood, $100.00 both very good shape. Myron 701-367-9070

FOR SALE: 1953 Chevrolet 2 Dr Post - Well-built unfinished rod project. Chassis done with rebuilt Camaro clip and fresh 4 link rear; set up for SBC. Body completely done and in primer. Most parts to reassemble except windshield. Clear title $3500. 1940 Packard 2 Dr Sedan, complete but rusty $1600. 51/52 F1, complete except tailgate. Nice cab and box complete original drive train, front fenders and running boards rusty 750. No title. Larry 218-463-2259 or hotrods37@mncable.com

FOR SALE: 1957 Chevy 2 Door Hardtop ZZ4 350, 700R, Posi-Rear, Dropped spindles, power disc brakes, power steering. Maroon paint w/ white leather interior. Dakota Digital, A/C cruise. $36,000 Dave 701-274-8975

FOR SALE: Must Sell, New in Box: MSD Atomic EFI Master Kit PN2900 - Electronic Fuel Injection throttle body with injectors, power module, handheld programmer, fuel pump/filters, fuel line, wide band 02 sensor, wiring & clamps. MSD pro-billet distributor PN8551 - Chevy V8. John - West Fargo, 701-261-2857

FOR SALE: 1 set (4) of 1956 Chevy hub caps. Very good shape. Any reasonable offer accepted. Arlen 701-741-5267

FOR SALE: Discounts on Griffin Radiators; Vintage Air Systems; Dakota Digital Instruments; Budnik Wheels Call 218-238 5581 or e-mail curt@curtsrodandcustom.com

FOR SALE: 1964 VW “Baja Bug” Very solid rust free car with complete Baja Bug conversion. Was a barn find and I have been through the fuel system, brakes with new master cylinder and wheel cylinders. Included was a free radiator flush and fill. Tune up and general engine work all done on a later model engine. Really a decent driver with a nice cloth interior. Make a good Back to 50’s car. Jay at 701-261-1950

FOR SALE: Over 1,500 Barbie’s and 3,000 collector dolls & accessories (50 years of collecting). $10,000 OBO Chris 701-290-2763

FOR SALE: 1935-36 Ford Patch Panels. Cowl, Rear Quarter and Door Bottoms. Left and Right sides. If you were to purchase them from Mac’s Ford parts the price would $246.79 I’m asking $200.00. Tom 701-258-4805

Visit us 24/7 at jamesvalleystreetmachines.com
FOR SALE: SBC 400 ci long-block that comes from a '74 El Camino w/ 79K miles. Runs real good, however engine does need complete gasket kit. $600.00 OBO. Call Jim @ 605.200.0366

INSPECTIONS: Vehicle inspections done at Dallas Kustoms in Hillsboro, ND. Call 701-436-6399

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### Upcoming Events

#### JAMESTOWN SPEEDWAY

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<tr>
<th>Date</th>
<th>Event Details</th>
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</table>
| 06/25 | Kids Night (tentative)  
Jamestown, North Dakota |
| 06/25-06/26 | TOP END DRAGWAYS  
Bracket Weekend  
& Jr Dragster Challenge  
Sabin, Minnesota |
| 07/04 | Fireworks Spectacular  
Jamestown, North Dakota |

#### MEETING & CAR SHOW

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<th>Date</th>
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| 07/06 | MEETING & CAR SHOW  
James Valley Street Machines  
Summertime Cookout  
R.M. Stoutd  
Jamestown, North Dakota |

#### JAMESTOWN SPEEDWAY

<table>
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| 07/09 | Dakota Classic Modified Tour  
Jamestown, North Dakota |
| 07/09-07/10 | TOP END DRAGWAYS  
TintMasters Street Legal Days  
Jamestown, North Dakota |

#### CAR SHOW

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| 07/15 | Prairie Cruisers Car Show  
Dickinson, North Dakota |

#### CAR SHOW

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| 08/12 | Granny Run  
Grand Rapids, North Dakota |

#### JAMESTOWN SPEEDWAY

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<th>Date</th>
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| 08/13 | NLRA Late Models  
Jamestown, North Dakota |

#### TOP END DRAGWAYS

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| 08/20 | Back to School Night  
Jamestown, North Dakota |

#### JAMESTOWN SPEEDWAY

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| 08/27 | Season Championship  
Jamestown, North Dakota |

#### CAR SHOW

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</table>
| 09/02 | Motor Magic  
Minot, North Dakota |

#### MEETING & CAR SHOW

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<tr>
<th>Date</th>
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| 09/07 | MEETING & CAR SHOW  
James Valley Street Machines  
Summertime Cookout  
S&R Truck Plaza  
Jamestown, North Dakota |

#### CAR SHOW

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<tr>
<th>Date</th>
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</table>
| 09/09 | Season Finale  
Minot, North Dakota |

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Visit us 24/7 at [jamesvalleystreetmachines.com](http://jamesvalleystreetmachines.com)
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<th>Date</th>
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<tbody>
<tr>
<td>09/10</td>
<td><strong>TOP END DRAGWAYS &amp; Bracket Weekend</strong></td>
<td>Sabin, Minnesota</td>
</tr>
<tr>
<td>09/11</td>
<td>King of the Track</td>
<td>Sabin, Minnesota</td>
</tr>
<tr>
<td>09/16</td>
<td><strong>CAR SHOW</strong></td>
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<tr>
<td>09/17</td>
<td>Gathering of the Goats</td>
<td></td>
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<tr>
<td>09/18</td>
<td>Fort Ransom, North Dakota</td>
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<tr>
<td>09/22</td>
<td><strong>JAMESTOWN SPEEDWAY</strong></td>
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<tr>
<td>09/23</td>
<td>45th Annual Stock-car Stampede</td>
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<tr>
<td>09/24</td>
<td>Jamestown, North Dakota</td>
<td></td>
</tr>
<tr>
<td>09/24</td>
<td><strong>CAR SHOW</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6th Annual Car Show</td>
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<tr>
<td></td>
<td>James Valley Street Machines</td>
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</tr>
<tr>
<td></td>
<td><em>With Don Wilhelm Inc.</em> &amp; <em>Stutsman Harley Davidson</em> benefiting Huntington's Disease*</td>
<td>Jamestown, North Dakota</td>
</tr>
<tr>
<td>09/24</td>
<td><strong>TOP END DRAGWAYS &amp; Bracket Weekend</strong></td>
<td>Sabin, Minnesota</td>
</tr>
<tr>
<td>10/01</td>
<td>TintMasters Street Legal Days</td>
<td>Sabin, Minnesota</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><strong>MEETING &amp; CAR SHOW</strong></td>
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<td>James Valley Street Machines</td>
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<tr>
<td></td>
<td>Summertime Cookout</td>
<td>Sabir's II</td>
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<td>Jamestown, North Dakota</td>
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<td>10/08</td>
<td><strong>TOP END DRAGWAYS &amp; Bracket Weekend</strong></td>
<td>Sabin, Minnesota</td>
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<tr>
<td>10/09</td>
<td>2016 Season Championship</td>
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<td>10/15</td>
<td><strong>TOP END DRAGWAYS &amp; Bracket Weekend</strong></td>
<td>Sabin, Minnesota</td>
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<tr>
<td>10/16</td>
<td>Final Race-Big Money Weekend</td>
<td></td>
</tr>
<tr>
<td>11/09</td>
<td>James Valley Street Machines</td>
<td>Jamestown, North Dakota</td>
</tr>
<tr>
<td>12/08</td>
<td>James Valley Street Machines</td>
<td>Jamestown, North Dakota</td>
</tr>
</tbody>
</table>

Visit us 24/7 at [jamesvalleystreetmachines.com](http://jamesvalleystreetmachines.com)
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 (Judge)  $250.00
$150.00  Show Stopper 2nd Place (Judge)  $150.00
$ 75.00  Show Stopper 3rd Place (Judge)  $ 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

LOCATION:
DON WILHELM, INC
305 BUSINESS LOOP WEST
JAMESTOWN ND
SKOVY (701)-202-7067

Visit us 24/7 at jamesvalleystreetmachines.com
PLEASE PRINT ... FILL OUT AND MAIL TO ADDRESS BELOW

MEMBERSHIP REQUIREMENT: Any individual who is an enthusiast of a vehicle is eligible to become a member of the James Valley Street Machines provided they make the proper application to the JVSM Board of Directors.

* Applicant Name: _____________________________  Date Of Birth: _____/____/______ m/d/yyyy
Significant Other: _____________________________  Date Of Birth: _____/____/______ m/d/yyyy
Street Address: _______________________________
City: __________________________ State: _______ Zip Code: ___________
PO Box: __________________________
Home Phone: ________________________________
* Cell Phone: ________________________________
* E-Mail Address: ____________________________

Give us some background ...

________________________________________________________________________
________________________________________________________________________

What kind of fun vehicles do you have?

________________________________________________________________________
________________________________________________________________________

How did you hear about the James Valley Street Machines?

________________________________________________________________________
________________________________________________________________________

MEMBERSHIP DUES
Membership dues are $25.00 per year for a regular membership ("RUMBLER" e-mailed to your main e-mail address) OR $50.00 per year ("RUMBLER" hardcopy magazine mailed via US Postal Service)

Please send check or money order to ...
James Valley Street Machines
1113 7th Avenue SW
Jamestown, North Dakota 58401

CONTACT INFORMATION
701-202-7067 or skoyv@donwilhelm.com

Visit us 24/7 at jamesvalleystreetmachines.com