

1976 was the last year for the old club letterhead with Majestics Rod and Custom Club and the early version of a T - Bucket. The Club also began publishing a quarterly newsletter. Under the direction of Bob Middleton as editor, Wayne Kuss printed the premiere issue in the fall of 1976.

Club Garage - February,
 Jim Weber begins work
 on newly acquired 1932
 Ford Coupe.
 R: Dale Lowe's 1938 Chev



Don Jerricke doing fine
 adjustments on his 1929
 Olds Sedan as Nestor Budney
 looks on.

Garage Tour
A younger Dave Irvine
working on his 1928
Ford Roadster in his
new garage.



1977 saw two executives elected as the club elections changed from May to November when the Club became registered under the Societies Act. The club members felt the pressure created by the 25 member limit. Many prospective members had to wait 6 months or more to join the Club. Members were encouraged to be active and get a vehicle on the road or leave the Club to make room for new members. Majestic Club members log 38,860 miles attending events and meetings throughout the year.

During the year, the Club developed a new letterhead with an updated T - Bucket

Majestics
CAR CLUB

P.O. BOX 881 - REGINA, SASK., CANADA S4P 3B1



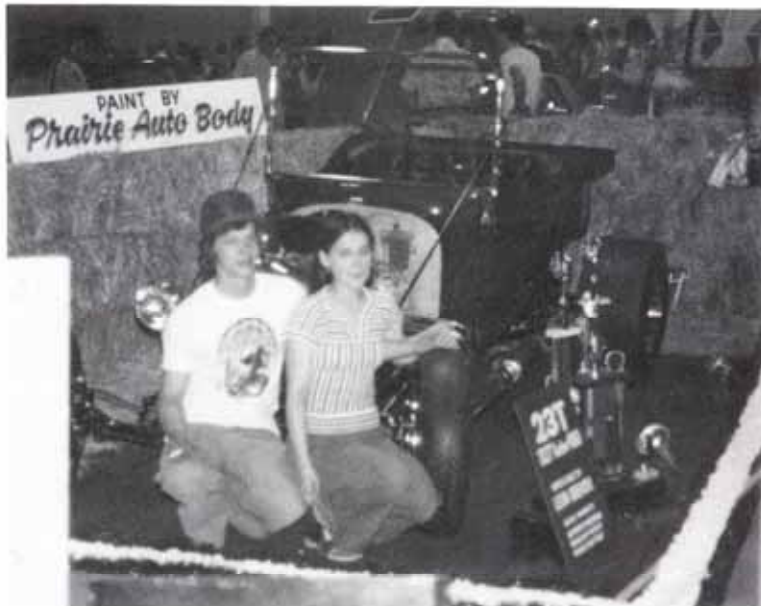
"Street is Neat"



Pre Car Show ticket
sales in the newly
constructed Scarth St.
Mall. Orv. Linn,
Orval Altwasser,
Bob Middleton,
Don Jerrick



This was the first year for a souvenir mug at the Car Show. The logo on the mug was the revamped T-Bucket from the new letterhead.



BEST LOCAL CAR
Leon and Donna Breker

Hot rod

The words "hot rod" have been used out of text long enough.

For years, I have heard people complaining of the noise of tires squealing and remarking that it must be some "hot rod." Cars whose rear ends have been raised up to extremes and are running with faulty brakes, poor tires and so on are also being referred to as hot rods.

I would like to point out that a "Rod" is a modified pre-1948 vehicle with excellent engineering and safety features.

After investing thousands of dollars and man-hours building a car, we do not go out and race or drive recklessly on city streets.

The majority of these cars are owned and operated by responsible business people, not irresponsible persons, as the term implies.

I am a member of the Majestics Car Club which has been in good stead with the police and community since its formation in 1962.

Members of this organization take great pride in the cars they build. Anyone who attended the Majestics 11th annual car show can attest to the loving care that goes into these cars.

We are not about to waste all this time, money and energy in a careless moment on the street.

WAYNE KUSS

Regina



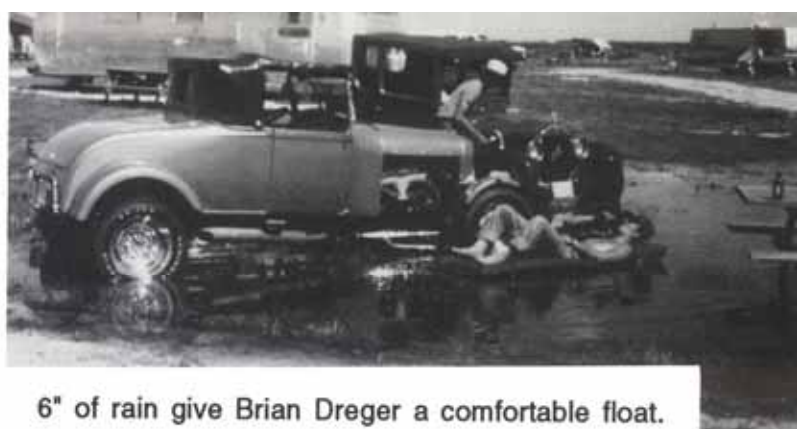
Bob Middleton
1977 "Street Rodder

of the Year"

1942 Pickup
Bob logged over 5300 miles



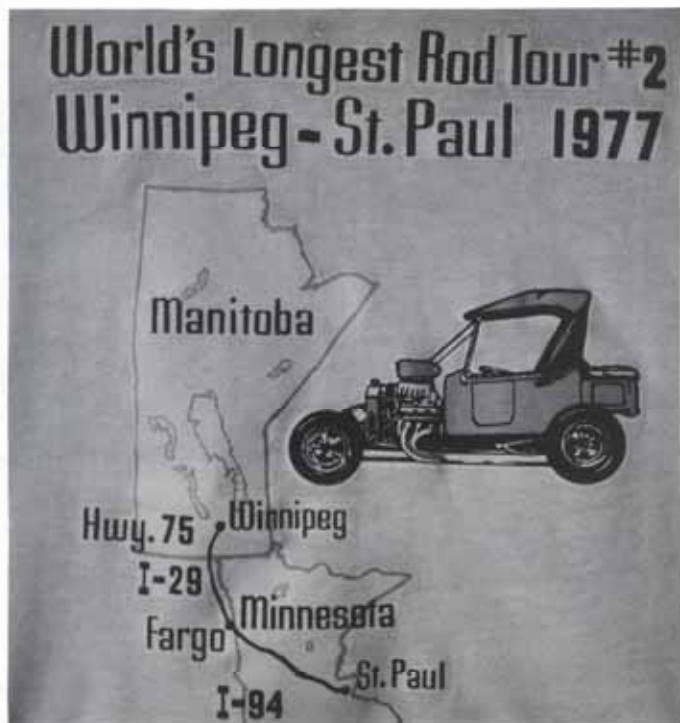
CSRA Nationals in Winnipeg
19 club members attend
Seven members go on to St. Paul



6" of rain give Brian Dreger a comfortable float.



Pushing Bob Gallant's 1950 Meteor out of mud.



Great Boat Race - St. Paul
Linns, Altwassers, Brandts,
Brian Dreger and McGirrs,
Curtis and Nadine Brandt - Rear



Les McGirr, Bob Middleton,
Ray Brandt, Orval Altwasser,
Brian Dreger, Orville Linn



ECHO VALLEY PARK
9th ANNUAL ROD RUN
45 Rods attended

Members at run- Floppy Hat Parade

Back: L-R: Bob Middleton, Dale Lowe, Wayne Kuss, Ernie Welta, Ray Brandt, Dave Irvine, Don Taylor, Bob Firth, Maurice Hall.

Front: L-R: Nestor Budney, Leon Breker, Bob Gallant, Brian Dreger, Bob Hanson, Les McGirr



Club stole Draggins Banner at Swift Current Car Show



Ernie Welta, Bob Middleton
Don Taylor at Eliminators old Club Garage
after their car show.



Regina Karting Club -
Allow Club members to race
their vehicles.
Maurice Hall defeats Don Taylor
by taking short cut.



With the help of Dave Kowalishen, the Club's lawyer, a new constitution was prepared and the Club registered under the Societies Act. Property was purchased for the New Club Garage on McKay Street. Under the new constitution "Rod & Custom" was dropped from the club name. With the new constitution the Club was required to have an Annual General Meeting to review the year, elect an executive and provide an opportunity to amend the constitution.

The Pre - Nats party held at Buffalo Lookout Campground east of Regina was attended by 27 street rodders who came from California, Oregon, Montana, Washington, British Columbia and Alberta. Tex Smith, famous street/hot rod journalist also attended.

The Majestics were assured the 1980 Nationals.

Back Row: Bob Middleton, Dave Irvine, Ernie Welta, Wayne Kuss, Don Jerrick, Murray Tole, Bob Firth, Mike Strauch, Dean Moon
 Middle Row: Ralph Haryett, Nestor Budney, Orville Linn, Dale Lowe, Graham Dorn, Brian Dreger, Jim Weber, Bob Hanson
 Front Row: Maurice Hall, Ray Brandt, Orval Altwasser, Leon Breker, Bob Gallant, Milt Raddysch, Don Taylor
 Missing: Doug Gerwautz, Les McGirr



Club Picture -
 First Annual Meeting
 held at The Town Pump

Season's Greetings



From the
**MAJESTICS
CAR CLUB**



May your roads be clear
Your fortunes wide,
And those you love
Be at your side.

YOU CAN SEE ALL
OF US AT THE
**MAJESTICS
12th ANNUAL
CAR SHOW**
May 6, 7, 1978

JACK ROW: Ernie Welta, Don Jemcke, Dave Irvine, Wayne Kuss, Doug Gerwitz, Ray Brandt, Ralph Haryett, Dean Moon, Les McGinn.
MIDDLE ROW: Orville Linn, Maune Hall, Brian Dreger, Jim Weber, Neale Booney, Don Taylor, Bob Middleton, Milton Raddysch.
FRONT ROW: Bob Gallant, Orv Atwater, Bob Firth, Bob Hanson, Murray Tule, Dale Lowe, Graham Gorn, Mike Strawn, Leon Breker.

Car show draws 10,000 enthusiasts

By Will Chabun
of The Leader-Post

Henry Ford would have blinked. Or winced.

Ford, as any car buff can tell you, offered cars in "any color, as long as it's black," until well into the 1920's.

Alas, Ford wasn't around to see the bright colors, painted flames, gleaming chrome and racy murals on the 91 entries in the 12th annual Majestics' Car Show in Regina this weekend.

But an estimated 10,000 others visited the two-day show, which attracted entries from Western Canada and Montana.

Cars, motorcycles, vans and trucks were on display in the Agribition Building Saturday and Sunday for the show, sponsored by the Majestics Car Club of Regina.

"Basically, what it all boils down to is the love of males for the automobile," said Maurice Hall, president of the Majestics.

"If you have an automobile that's different, it gives you some kind of individuality; you have something on the street that nobody else has.

Differences were abundant at the show, which saw such varied automotive

species as a 1940 Willys sedan with a 392 cubic inch blown-and-injected Chrysler Hemi engine, a 1957 Dodge Custom Royal with upholstery in its immaculate engine compartment, a 1957 Skyliner, whose steel roof retracts into its trunk at the touch of a button and a 1927 Ford Model T fitted with electric windows and an electro-hydraulic rumble seat.

Cars in the show competed in 25 different classes, such as vans, vintage cars, dragsters, street machines or fad rods. Judging was done according to the different characteristics of each class.

Street rods, for example, would receive points for modifications to the suspension, axles, brakes and power trains. Work on the chassis, interior, engine and paint scheme are also counted.

Hall said the number of Canadians taking part in custom and vintage car contests is remaining relatively stable, but there has been a substantial improvement in the quality of their vehicles in the last few years.

The image of car buffs is changing as members become older, more settled and more serious about their hobby.

Increasingly, Hall said, members are shunning small coupes and roadsters for larger sedans which let them take wives

and children for a spin.

Hitches are also becoming common on custom and vintage cars as their owners attach trailers to them for club outings at parks and camp sites.

It's also an expensive hobby. A set of wire wheels, for example, can cost \$700. If all work is done commercially, a customized car can cost as much as \$10,000, according to Majestics' vice-president Wayne Kuss.

To fight these rising costs, members are doing more and more work on their own.

In addition to cash and knowledge, imagination is also important to the car enthusiast, who sometimes starts work with only a rusting wreck from a scrap yard or a farmer's field.

"You really have to have a dream to be able to visualize what it's like when it's all together," Hall said.

Despite the work and occasional frustrations, the pride of completing a car makes it all worthwhile, he added.

"I think just the satisfaction of taking an old automobile that most people wouldn't go near, and building it into something that you and your family could drive is a real challenge and a satisfaction."



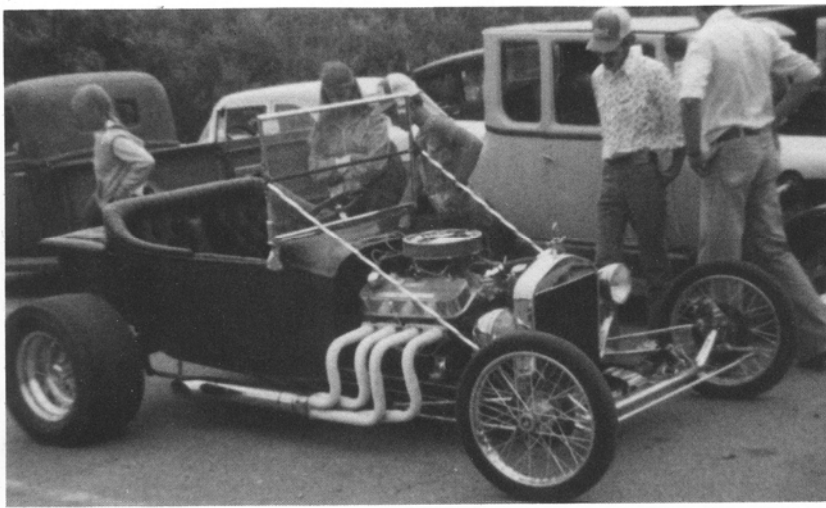
**ECHO VALLEY
MAJESTICS 10th ANNUAL
ROD CRUISE
1978**

Leon Breker's T - Bucket
New Paint and Flames



Majestics compete in Blind Rod Fill
Murray Tole, Dale Lowe, Ernie Welta





Dwayne Fortney's 23 T - Bucket
Dwayne won Open Street Cana
Debbie won Women's Street Cana



1978 "Street Rodder of the Year"
Murray Tole - 1936 Plymouth
Ray Brandt (Won Best Closed) at Echo



Jim Weber's 1932 Ford

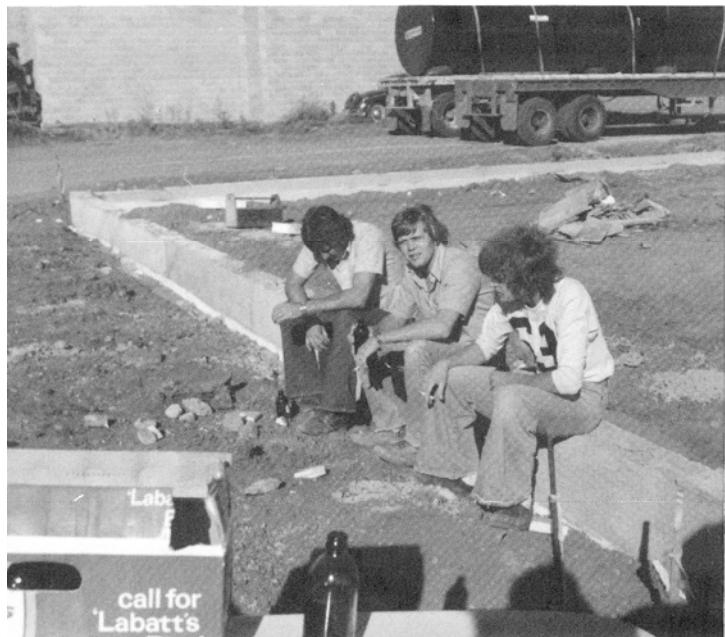


Wayne Moyer -1940 Mercury Wayne, Orval,
Dave Irvine checking out flat motor

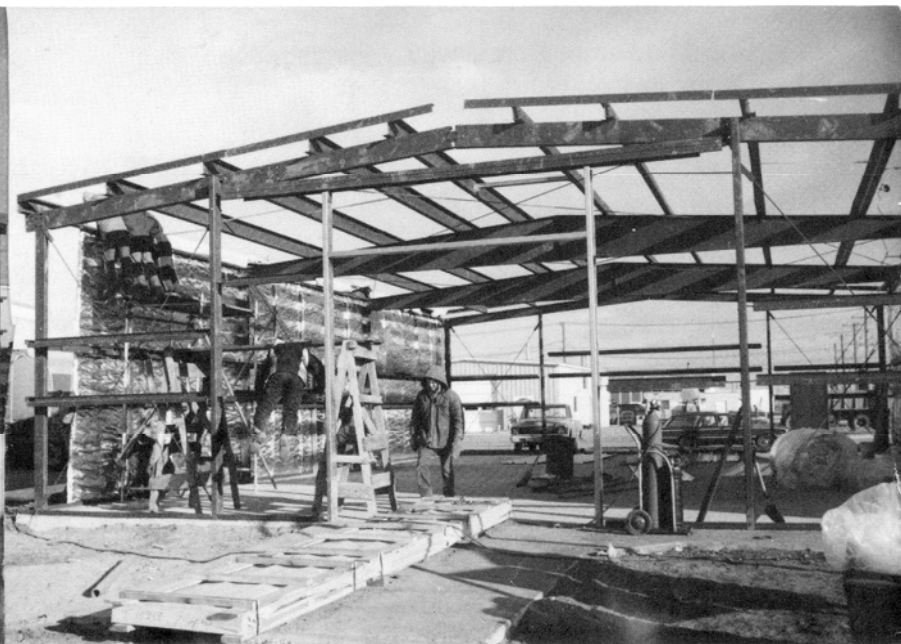
Bob Middleton, Don Taylor - Registration
Spotty in background

Dave Irvine and Ernie Welta





Plans for the Club Garage were approved in 1978, with actual construction starting in the fall. With great perseverance (also a fair amount of stupidity), we erected a 40' x 60' steel building under the guidance of President, Maurice Hall and building co-ordinator, Ray Brandt. The day we put up the steel beams winds were 110 KPH (70 MPH). The next day we had our first blizzard. The next few weeks we worked progressively every Saturday in the cold and snow. Believe it or not the Majestics actually drank more coffee than beer for quite a while. Members pooled their talents and did virtually everything from surveying the land to forming the foundation, installing the plumbing, cement work, erecting the steel structure and walls, framing the inside and doing all the electrical work. It was an ambitious undertaking for the Majestics' 25 members, but one which drew the membership closer together than ever. Special mention must be made of the wives and girl friends of the Club members for their extreme patience with the men during the construction. The project was completed on schedule by the end of January, 1979 leaving only the decorating of the club room and some painting in the shop area.





The "Brickyard" - formerly a stable
- moved out February 1, 1979



February 24th and 25th - The first 4 cars
moved into New Club Garage



Ralph Haryett - 1st car in new garage
Ralph building new chassis for T Bucket
purchased from Leon.

OFFICIAL OPENING

On March 31, 1979 the Majestics had their official opening of the New Clubhouse. The "Come and Go" party for all the suppliers, sub contractors and club members turned into an "all evening" party. All afternoon people came and viewed the building and some of the vehicles which members were working on. Also, slides of Car Shows and Rod Runs ran continuously. Everyone had a good time. A cold buffet and drinks were served during the afternoon and as food ran out so did most of the large crowd. However, the party continued on with a few 'diehards' into the late evening.



First Party in
New Club Garage



For fans of 1950s

To the music of the Beach Boys in the background, fans of the 50s admired a 1959 Cadillac Coupe de Ville, shiny white and complete with a perfect set of tail fins.

Then there was the 1955 Chevy Belaire and the 1950 Monarch Coupe.

In addition, there were souped-up dragsters, motorcycles and vans plastered with psychedelic paint on the outside and fully equipped on the inside.

The show's co-ordinator, Nester Budney, said the event is the biggest fundraiser for the Majestics Club, which has 25 members.

He said part of the proceeds will go to various charities in the city, including the CKCK Children's Fund and CJME's Santas Anonymous.

FIND YOUR NAME

in today's Leader-Post Classified

AND WIN

A pair of tickets to see the

13th Annual Majestic Car Show

☆ May 5th — 10 a.m. to 11 p.m.

☆ May 6th — 10 a.m. to 5 p.m.

Agribition Building — Exhibition Grounds

featuring:

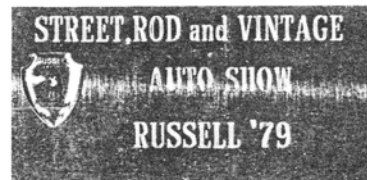
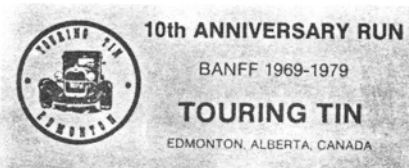
- ☆ Street Rods ☆ Antiques ☆ Customs
- ☆ Vans ☆ Motorcycles ☆ 4 Wheel Drives
- ☆ Competition Cars

The Leader-Post will publish 5 names of Regina and Southern Saskatchewan residents each day in the Classified section between April 28 and May 3. Each winner must identify themselves at the Leader-Post Classified Department by 5:00 p.m. Friday, May 4. Please bring proper identification. Each winning name is entitled to receive a pair of tickets to the 13th Annual Majestic Car Show.

"Saskatchewan's Biggest, Busiest
Marketplace"

The Leader-Post Classified

1979 was a busy year with members travelling to such places as Banff, The Street Rod Nationals in Winnipeg and let's not forget Russell, Manitoba



Banff Rod Run
Maurice Hall -1934 Ford Tudor





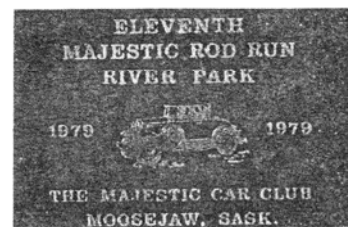
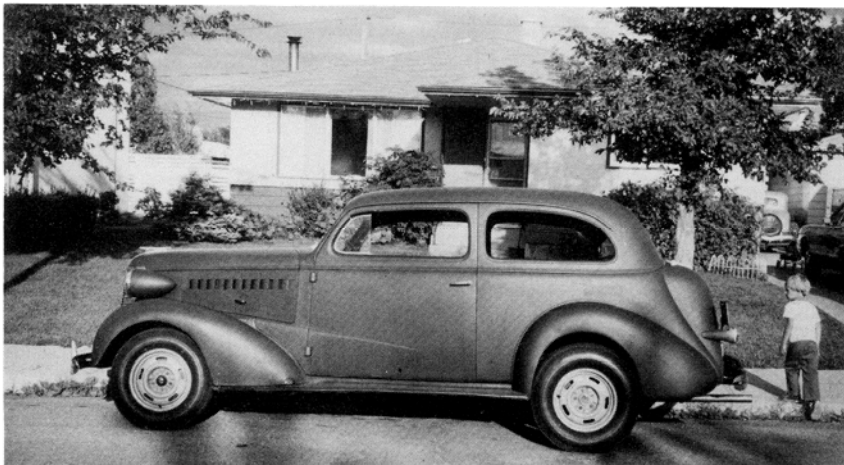
The Club paid \$300.00 for gas pumps purchased from burnt service station in Lajord. The pumps were later installed in front of the Club Garage.

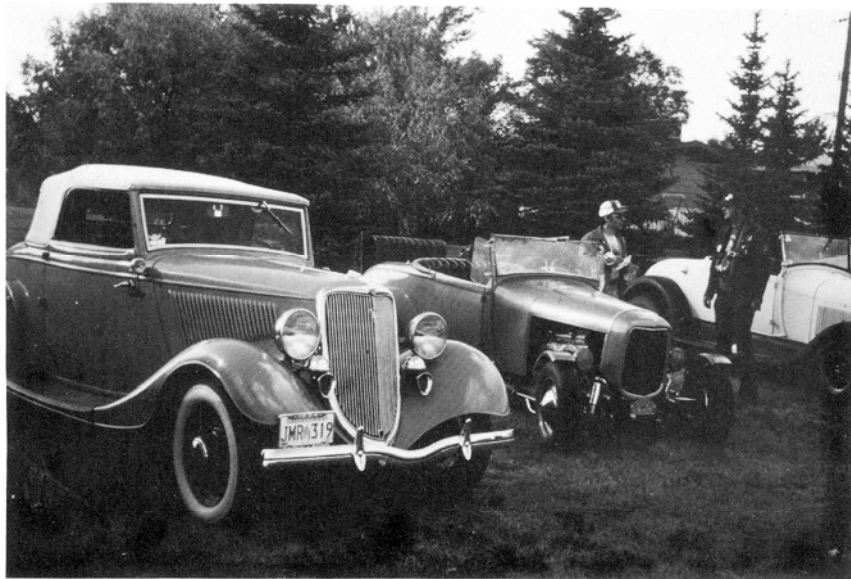
Working on Milt Raddysh's frame for his 1932 Ford Tudor.
Note: Back walk-in door ready to be installed and work room complete with stainless steel bench. Corrugated metal covered the power box.



1979 was the first year for a rod run to River Park in Moose Jaw when the Majestics held their 11th Annual Rod Cruise in the Park. This would be the last year for the "Rod Cruise" since in 1980 the Majestics were joined by a new club in Moose Jaw, The Tired Iron. This led to many successful River Runs co-sponsored by the two clubs.

Dale Lowe gets his 1938 Chev running in primer





Fall Round Up - Regina
Maurice Hall, Ernie Welta,
Dave Irvine

Wayne Smith
1979 "Street Rodder of the Year"
Wayne's 1941 Dodge, fondly known
as "The Turtle".

(Picture from a 1980 Car Show)



1st CHILDRENS CHRISTMAS PARTY
Club room of New Garage
23 children in attendance

HOSTS IN THE 80'S



The highlights for the Majestics in the 1980's was the hosting of two National events, the Canadian Street Rod Nationals were held in Regina in 1980 and 1985.

The Car Show was now a well established two day event, providing the club the financial security to host events and later expand the Club Garage.



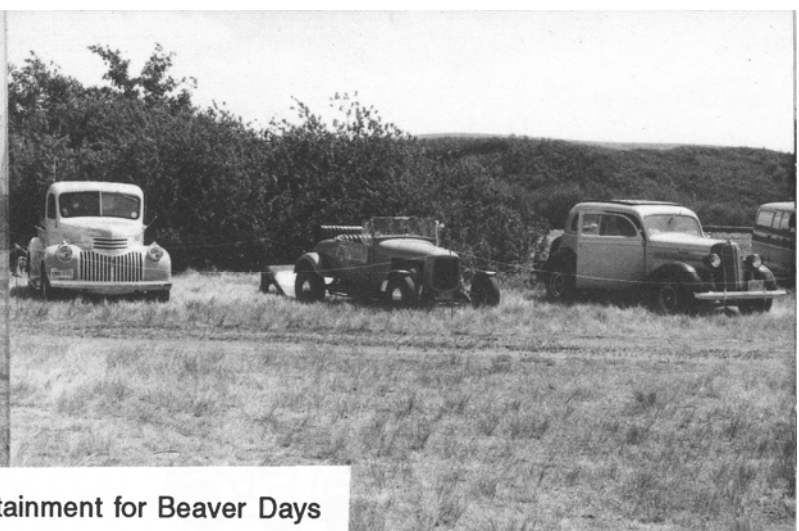
Barry Green - Outlook
1955 Chev Show Truck

1935 Chev Tudor
Christ and Florence Hatzenbiler
from Williston, North Dakota
This was first time a member
of the Road Aces attended a
Majestics car show starting a
lasting relationship between the
two clubs.





The Majestics were the entertainment for Beaver Days



Canadian Street Rod Nationals

July 11, 12, 13

Regina 1980



Club members made an all out effort during the winter of 1979-80 to get vehicles on the road or repainted and ready for the Nationals.

Leon Breker - 1928 Ford Tudor

Bryan Milne - 1947 American Pontiac

Andy Martel - 1928 Model A

