

Northern Neck Region's Antique Auto News

March 2014

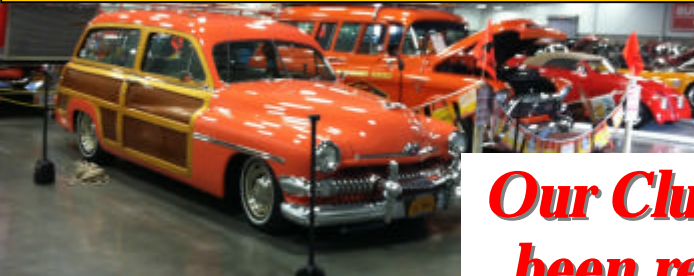


Vol. 22 No 3

The Antique Automobile Club of America

Ashalt Angels Show

Dick & Ann Thompson's classic '51 Mercury Woodie won a plaque. Both the Thompson's car and Butch Sevila's cars were presented so well that they were placed at the door entrance to be seen first by all show goers.



Surfin' USA at Ashalt Angels Show

Butch Sevila's '57 GMC Surburban. was awarded a very nice plaque.



***Our Club has
been recog-
nized from
One end of
Virginia to the
other!***



Janie Sevila Receives Top Honors

Janie Sevila, my granddaughter, represents the next generation of car enthusiast, traveling, to Raleigh, NC in February with her 1965 VW (and dad) to capture Best of Show at the 2014 Volksfest. Janie turned 18 on March 5 - what a great early birthday present! Ted Thomas and I are doing our job passing the fever to the next generation . What are you doing?
Ward Sevila



This is the banner we received and was on display at headquarters for donating to the remodeling of the



Northern Neck Region

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Roma's Cruise-in

Roma's - Where good people make
 you happy, happy, happy!

4th Sunday each month.
Next date: March 23, 2-4

Trivia Question: What U.S. production car, had the largest 4 cylinder engine? Answer on page 6

Northern Neck Region Schedule

All National Meets and Tours are in bold

- March** 13 General Meeting 7:30 p.m.
 16 Westmoreland Players play.
 23 Roma Cruise-in 2-4
- April** 10 General Meeting 7:30 p.m.
 27 Roma Cruise-in 2-4
- May** 8 General Meeting 7:30 p.m.
 13-16 Divisional Tour - Hosted by NNK
 25 Roma Cruise-in 4-6
 31 NNK Annual Car Show - Montross
- June** 6 Carrington Place 2:00
 12 General Meeting 7:30 p.m.
 14 Rivafest Car Show/Cruise-in
 22 Roma Cruise-in 4-6
- July** 10 General Meeting 7:30 p.m.
 27 Roma Cruise-in 4-6
- August** 14 General Meeting 7:30 p.m.
 24 Roma Cruise-in 4-6
- September** 11 General Meeting 7:30 p.m.
 28 Roma Cruise-in 4-6
- October** 9 General Meeting 7:30 p.m.
 26 Roma Cruise-in 4-6
- November** 13 General Meeting 7:30 p.m.
 23 Roma Cruise-in & Party 2-4
- December** 13 General Meeting 7:30 p.m.
 28 Roma Cruise-in 2-4

Note: There will be additional activities TBD

- March Birthdays - Happy Birthday!**
- 3rd - Shorty Brooks
 - 4th - Robbins Douglas & Fuzzy Jones
 - 7th - Brent Gatton
 - 10th - Jane R. Shelton
 - 13th - Margaret Stosch & Samuel
 Townshend
 - 24th - Ruth DuBois
 - 30th - Terry Minter



- The following members are serving refreshments for this year's meetings. If there is a conflict of some type, be sure to have someone take over for you:**
- March - Cheryl Melton**
 - April - Gloria Sydnor**
 - May - Ron Cook**
 - June - Sevilas**
 - July - Harrisons**
 - Aug. - Schnakenbergs**
 - Sept. - Open**
 - Oct. - Gattons**
 - Nov. - P. & M Guest**



Northern Neck Region

President's Report "My Turn" By Ward Sevila

I've been assured that spring is indeed on its way but these snowstorms are a heck of a way to announce it. And those really nice warm & sunny 70° days just before the freezing snow – well Mother just has a wacky sense of humor is all I can say.

Member news – lots of happy birthdays this month so best wishes go out to: Shorty Brooks - 3rd, Luther Robbins Douglas - 4th - Fuzzy Jones - 4th, Brent Gatton - 7th, Jane R. Shelton - 10th, Margaret Stosch & Samuel Townshend - 13th, Ruth DuBois - 24th, and Terry Minter - 30th. Happy birthday to all.

As most of you (with email) know by now I have been busy this week working on the member roster in order to report the number of members to AACA. Although we lost 10 members (plus spouses) this past year, it pleases me to say that we have 106 total members including 11 new members (including spouses). Plus, as those of you who were at the meeting last month, as well as the Roma's cruise-in, we introduced Andy Poerschke as a prospective new member and are hopeful that he will join us. Andy even drove his Morgan to the cruise-in. You've got to appreciate a guy who knows how to enjoy his vintage cars. I hope to get the roster sent to the printer by the end of this week and distributed to everyone shortly thereafter. Thanks to everyone who reviewed the draft and submitted changes to me.

I've also been working on a new website for our region for the past 2 weeks and am proud to announce that we now have a fresh new website with lots of updated information. Please visit the site by either going to the AACA main website www.aaca.org and clicking on the *Regions and Chapters* then scrolling down the list until you get to *Northern Neck Region* and click on it. Or you can simply enter www.nnkregionaaca.org in the address bar of your web browser and the site comes up. Do go thru it and give it a test run and please give me any suggestions or recommendations you might have for improvements. For example, I plan to put up pictures from last years annual car show in Montross in the near future.

Last month we discussed the Eastern Divisional Tour coming up this May. Please contact Wayne Burgess to volunteer for this very special event. Wayne and his troops have put a lot of effort into this and we need to put our best foot forward as we are showing off our home turf and the region to folks from all over the country.

I am introducing a tour idea for later this year that we talked briefly about at a past monthly meeting. I'd like to travel to Madison, Va to visit and tour James Madison's Montpelier that has been restored as it appeared in Madison's time (c. 1720s) and then visit Skyline Restorations that specializes in VW restorations as well as other cars. There are 2 levels of tours for the mansion priced at \$18 & \$20. The trip to Madison is approximately 2hrs 15 minutes from Warsaw. We will be discussing this initially at the March meeting to

determine the interest. If you can't attend the meetin please send me you thoughts on the tour.

If you aren't aware, on March 16 we are going to the Westmoreland Players Theater in Callao to see *Getting Away with Murder* and I am very pleased to announce that we have 26 members so far that will be attending. We anticipate going to Luna's restaurant afterward for a fine meal. Not sure if there are any seats remaining but please contact Mae Lynne Guest if you would like to accompany us.

Reminder, the Roma cruise-in is on the 23rd from 2:00 – 4:00 PM. And if like Andy, you want to drive you antique (car Sherry) please do – all the better. And Paul Stosch added a cruise-in event for June 6 at Carrington Place, 1150 Marsh St, Tappahannock 2:00 PM. And if you have any ideas for events, i.e., cruise-ins, tours, garage tours, etc please let me or one of your board members know.

And one last comment about this year's annual banquet. I included a note I received from Mary Jean Inscoe with her comments about the banquet. I intended to put it in last month's newsletter but failed to get it in. Thanks for the kind comments Mary Jean and for all you do for the club.

Hope to see you at the membership meeting, March 13 at 7:30 in Callao.

January 15, 2014

Ward and Members of NNR AACA,

We just want to tell you how much we enjoyed the annual Northern Neck AACA dinner meeting on Sunday, January 12th.

The food was excellent and everyone enjoyed the fellowship with friends and members.

The video on the 2001 Northern Neck tour was very interesting – Wayne Burgess did a good job narrating.

One of the highlights of the afternoon was the Social Awards. Sherry and Brent Gatton did a great job, which added a lot of fun to the program. THANK YOU Sherry and Brent!

Congratulations to all the 2014 officers and we wish them a great year.

Thanks to the group that prepared and served the meal – a great job!

Also thanks to all the members that attended –this was a fine dinner and a wonderful afternoon. If you missed this year be sure to come next year. You will have a great time.

Mary Jean Inscoe

Minutes 2/20/14

By: Sherry Gatton

Member News

-Prospective new member Andy Poerschke attended the meeting. He has a 1955 and 1953 Morgan.

-Banquet was good and one of the most fun that has ever been. Ward thanked everyone for his plaque and said he appreciated being recognized.

-Birthdays were announced.

-Sick list – Sherry Gatton was sick and in the emergency room for severe Flu.

-Ward's Son Butch and Butch's daughter have won the "Best of Show" award at VW show in Raleigh.

-The Asphalt Angels show near Richmond, Butch won an award for his suburban, Dick & Ann Thompson won for their Woody, and Ward won with his Corvette.

Reports read

-Treasurer's Report - read & approved.

-Minutes for last month – there were none.

-Minutes for December were approved.

Old Business

-Membership renewals – Ward suggested that Ted Thomas' daughter Caitlin be recognized as a member. It was voted and approved. Stan Schoppe's membership renewal was discussed that the club should pay it as a good will gesture for his kindness in letting us use the fields for the car show. It was voted and approved to pay on a year-to-year basis both Regional and National. Paul Stosch reminded the club that John Hill's membership should already be paid as a lifetime member.

-Club Store – reminder that there are still available shirts, hats, and emblems.

-National Tour update – Wayne, Peyton and Ward met with the town of Tappahannock officials. It's going to be a good tour. Peyton spoke and said Wayne is in charge and Peyton is the "go-fer". Peyton said everyone is happy about the tour coming to their town. Much has been planned with the boat tour. The walking tour is being done by the museum and it's going to be great. It will start May 13th (Tuesday). Registration will be at the hotel the first day. King & Queen County Courthouse, Museum, etc. Thursday the 15th Warsaw historical homes will be toured. Friday the 16th is Tappahannock, Capt. Thomas boat tour, lunch, cars gather on Prince Street to see the historical sites. We need help. We need to let Wayne know we stand behind him and offer to help. 200 people want to come, but we can only handle 100. Cheryl asked if people could participate in just some of the activities and not get a hotel, etc. Peyton clarified that this is just for the "out of towners". Sherry (as Social Secretary) stated that there is much interest from numerous club members to do these same activities as the "out of

towners". So, she suggested that (as a club) we should work during the tour and then we will plan our own "Club" tour doing some of the same things for OUR enjoyment.

-Annual Car Show – The raffle tickets sales were kicked off at the Asphalt Angels show near Richmond and we got off to a good start. Ward says that he found out Harry and Kathy's method of sales. Ann & Dick were a close 2nd in the total sales. Ward says we all might think about getting some kind of training from Harry and Kathy. Brent Gatton thanked everyone who helped us sell tickets at that show. We will try to do some other shows as well like we did last year (VFW). Cheryl asked if posters to advertise the show would be useful. Ward said that we had tried that and found that flyers on store-fronts, worked just as well.

WebSite – The new one is being worked on. Old website software was not working anymore. Ward got the website for \$60.00 for the Domain and software etc. Ward is the acting Webmaster. The address is www.NNKREGIONAACA.org. He asked us to look at it and critique.

New Business

-Marathon Bluegrass Jam is Feb. 22 in Richmond, Glen Allen Cultural Art Center 1:30. Carl Hopkins Band plays and this is in support of the Wounded Veterans. It's free but they would appreciate contributions.

-Tucker Museum – Ward showed a brochure for this. There is a fundraiser to house the Tucker Exhibit. Ward wants to know if we want to donate as a club. The subject will be brought up again at next month's meeting after everyone has had time to consider. Everyone agreed.

-Carrington House – Is June 6th 2 p.m. Paul Stosch got the date changed because the tour and our car show are both in May as well as Memorial Day.

-Westmoreland Players events – The first show is the March 8th through 23rd. We voted on the 16th. The name is "Getting Away With Murder". As a group, we can get tickets through Mae Lynne at \$18 each. We go to Lunas for dinner afterwards.

-Roma's – February 23rd 2-4.

-Richmond Co. Fair – Ted Thomas went on our behalf to the meetings and told us that the fair is scheduled for August 12-16. The payment we will receive for parking cars and ticket booth will be based on the number of our volunteers. This is a fundraiser for our club. Please volunteer and back Ted up in this venture. This will be his first year in charge of this event. He is taking over for Paul Stosch.

Meeting adjourned

Duane Schnakenberg won the 50/50

Carrington Place Cruise In - June 6th 2:00

Going into Tappahannock after having crossed the Rappahannock River, turn right at the light and left at the store with all the flags for sale. If you can bring your antique car to this cruise-in for the residents of Carrington Place to admire them, YOU will be the one blessed for having done it. Our club tries to do several of these charitable cruises a year. Any questions, contact a board member and please try to come.

(Left) Peyton Guest is posing with
(right) new member Smedley



The Car Flu By: Sherry Gatton

My headlights (eyes) were running

My carburetor float was stuck (nose was running).

My radiator (stomach) spewed through the front end and my gas tank (guts) exploded through the rear end.

Then my under carriage, frame and body (sore ribs and body) got bent.

Thank goodness I don't have a cold and have my air intake (lungs) clogged.

Then I had to go to the shop (hospital) where the mechanic (Doctor) had to add water (glucose sugar water IV) to the radiator, check the oil (blood), run the diagnostics equipment (CAT scan), and charge the battery (pain and nausea medicine). Thank goodness my distributor (heart) was OK.

Then I needed anti-freeze (heating pad & hot broth) and gas additives and fixatives (Vitamins & Pepto Bismal). I also put some Bars Leak (Kaopectate) in the radiator (stomach).

After a week, the tires and transmission (feet and legs) were wobbly and needed short spins to get going again.

The radiator still leaks (a few sweats here and there).

But, this car is getting back on the road again.

HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met **Paul Galvin**, owner of **Galvin Manufacturing Corporation**. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. **Galvin** needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in **Galvin's** factory, and when they perfected their first radio, they installed it in his Studebaker. Then **Galvin** went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) **Galvin** didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. **Galvin** decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest. **Galvin** decided to do the same thing, and

since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't

have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie --

for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

WHATEVER HAPPENED TO

the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He

holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Trivia Question Answer (from page 2)

1907 Thomas sported a 571 c. i. engine.

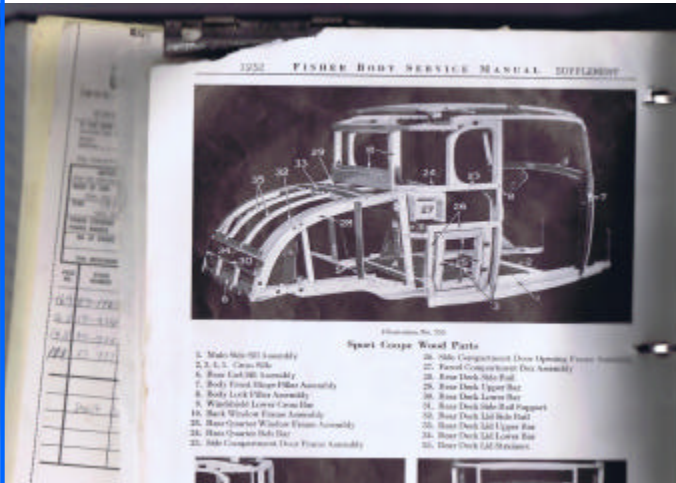


Joke Corner

In George Washington's days, there were no cameras. One's Image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with One arm behind his back while others showed both legs and Both arms. Prices charged by painters were not based on How many people were to be painted, but by how many limbs Were to be painted. Arms and legs are 'limbs,' therefore Painting them would cost the buyer more. Hence the Expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint)

As incredible as it sounds, men and women took baths only Twice a year (May and October) Women kept their hair Covered, while men shaved their heads (because of lice and Bugs) and wore wigs. Wealthy men could afford good wigs Made from wool. They couldn't wash the wigs, so to clean Them they would carve out a loaf of bread, put the wig in The shell, and bake it for 30 minutes. The heat would Make the wig big and fluffy, hence the term 'big wig..' Today we often use the term 'here comes the Big Wig' Because someone appears to be or is powerful and wealthy.

Contributed by:
Paul Stosch



As you can see, Paul still has the original paper work for this car. You may want to note how much wood is in this car ! This is Paul's 32 Chevy.



Contributed by:
Gerry Hice

Interesting Facts about Crows

Researchers for the Massachusetts Turnpike Authority found over 200 dead Crows near greater Boston recently, and there was concern that they may have died from Avian Flu.

A Bird Pathologist examined the remains of all the crows, and, to everyone's relief, confirmed the problem was definitely **NOT** Avian Flu. The cause of death appeared to be vehicular impacts.

However, during the detailed analysis it was noted that varying colors of paints appeared on the bird's beaks and claws. By analyzing these paint residues it was determined that 98% of the crows had been killed by impact with trucks, while only 2% were killed by an impact with a car.

MTA then hired an Ornithological Behaviorist to determine if there was a cause for the disproportionate percentages of truck kills versus car kills. He quickly concluded the cause: When crows eat road kill, they always have a look-out crow in a nearby tree to warn of impending danger. They discovered that while all the lookout crows could shout "Cah", however not a single one could shout "Truck."

More Car Trivia ! (answer on page 10) **Chevrolet Trivia**
What year was Chevrolet's iconic advertising theme song "See the USA in your Chevrolet" released?

Car Corral



Philip's treasures was a 1929 Ford Huckster Wagon, which I currently have for sale. I am asking \$15,000 for it. If you would help to spread the word I would be grateful. Anyone who might have an interest can email at this address, patricia.hoge@yahoo.com or call me at 302-632-9000 (my cell). I am attaching a photo of the vehicle. Thanks in advance. Patricia Hoge

ATTENTION ! "Wayne will be at the meeting this month with information about a work schedule, along with some past awards that were given out at different National Tours of the past."



UPDATE

Virginia Bill to Exempt Antique Vehicles from Exhaust System Restrictions to be Held Over to 2015

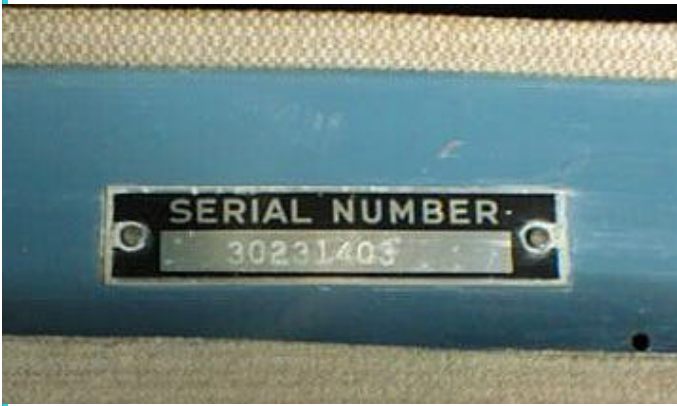
Legislation (H.B. 741) that originally sought to allow Virginia's antique vehicle hobbyists to install and use aftermarket exhaust systems was held over to the 2015 legislative session by the Senate Transportation Committee. The bill had already been amended and approved by the Virginia House of Delegates. Under the amended bill, antique vehicles would remain exempt from the requirement that they have exhaust systems of a type installed as standard factory equipment, or comparable to that designed for use on the particular vehicle as standard factory equipment. However, they would continue to be required to be "in constant operation to prevent excessive or unusual levels of noise." While we find that this is only a marginal improvement over the current law and still provides no real objective noise standard, we still think it's worth supporting and will support the bill in 2015.

Thank you for your support of this bill. We will continue to update you on progress as events warrant.

Hidden for 70 years: The 1940 Barn Dodge!

You have heard stories of barn finds before. Some sound incredible, some unbelievable. But here is one that might top 'em all. It is the true story of one 1940 Dodge Deluxe Sedan. Back in 1940, life in the Country was running at a different pace. You could leave your house unlocked, and, of course, your car. *Television* and *graffiti* were words without meaning. Pearl Harbor was an event of the future. It would take two more years until the United States would enter World War II. Life was hard but good... At about this time VIN *30231403* was built by proud American workers in Detroit, Michigan, one of 84,976 Dodge D-14 DeLuxe four-door sedans manufactured in 1940. A veterinarian from Horseshoe Bend, Idaho, purchased the blue Dodge new at the local Dodge dealer in Boise. He used it to respond to calls all through the war years; his 1944 permit is still affixed to the windshield. Being a very valuable asset during war times, the car was always parked in a dedicated spot in the barn when not in use. In 1948, the good Doctor passed away. The car was put on blocks and covered with bed sheets. No, it was not going to be for sale. Who would have guessed at that time that the Dodge would be asleep for more than 50 years? Children became adults, parents, then grandparents. The old Dodge was still slumbering in the barn. In the late 1980's an attempt was made to awaken and sell the car. Finally, early in 2003, the time had come. The bed sheets were taken off, the car was lifted from the blocks, and the tires were filled up with air. A new owner was found. He took the Dodge to Southern California. 71 years old and with only 42,342 original miles showing on its odometer, this Dodge personifies the term "reference car." More importantly, it represents a rare opportunity to experience how it felt driving a new car in the 1940's. Time to start our little journey around this amazing Dodge. The body, amazingly, is straight and absolutely rust free, thanks to being stored in a dry, well ventilated barn, away from the elements. The blue lacquer paint is original, factory applied. Sure, it's worn thin on the tops of the fenders. Shows a myriad of nicks, imperfections, and touch ups from the past. There are a few small dings here and there,

Continued from page 8



(Continued from page 8)

but not an ounce of body filler nor a single rust bubble. It's all heavy metal! Repainting this car -- ever -- would be an unforgivable sin. Its paint is irreplaceable and gives the Dodge its inherent value. Another Dodge *industry first* for 1940: safety rims. The wheels still feature their factory triple pin-stripping, the heavily chromed hubcaps are beautifully preserved. Even the painted red detailing is still intact. Bias ply tires of the dimension 6.00x16 look original as well. I don't think they make "Pennsylvania Rx Supertest Cord S-3" rubber anymore. Open the doors and be invited into a cabin that's 100% factory original. Unmolested, unmodified, un-restored. It has the special 1940's aroma and charm that cannot be duplicated. It should never be restored, instead be enjoyed just the way it is. The dashboard is a masterpiece of Art Deco design. Fabulously painted metal creates the ambiance of lightly stained wood. Nickel plated accents duplicate the look of then-popular costume jewelry. Every single part seems infused with the designer's idea to create a harmonious environment; details such as the retracting ash receiver lid are simultaneously good-looking and functional. There's simply no comparison to present-day throwaway products, sprouting black plastic appendages everywhere. Nevertheless, the Dodge was built with entirely modern creature comforts. It features dual electric windshield wipers, sealed beam lamps, floating power, hydraulic brakes, telescopic shock absorbers, a column-shifted, synchronized transmission, tinted glass, a chromed horn ring, and a host of other innovations. What was found in the felt-lined, locking glove box is nothing short of astonishing in its historical context: Owner's instruction book in its original envelope. "Sentinel" first aid kit, incl. A bottle of "Mercurio-Chrome." Small upholstery brush. Promotional lead pencil "Compliments of DeRail Pool Hall, Glenn's Ferry ID." Old bottle opener. Parking stub dated 8/16/1941, from the "Glen Valley Rodeo." Small metal box containing "Buss Auto Fuses." "Ideal Split Shot" box containing a tire valve and a fishing hook. Pair of celluloid sunglasses. "Travel Idaho with CONOCO" road map. Ample space for three on the comfy front bench, featuring "air foam" seat cushions. Original mohair still looks good, with the unavoidable stains and moth attacks kept to a minimum. Through large, rear-hinged *suicide doors*, entry to the spacious passenger compartment is easy, even when wearing a top hat. Luxuriously equipped with arm and foot rests, woven grab handles, beveled-glass interior light, and (unused) ash tray, passengers will invariably exclaim: "This feels like *Driving Miss Daisy!*" Roomy trunk sports original jute mats. Original spare wheel and jacking equipment are present, as well as a spare and a small tool tray. Also included is a set of new GOOD-YEAR tires of the proper size and a set of new inner tubes. We did not feel the need to mount the new tires, however, it might be advisable before embarking on an extended journey. A beautiful classic car, ready to be of

service. "Let us MARFAK your car!" proclaims TEX-ACO's old service sticker on the door jamb. The Dodge was just lubed and serviced, 2,000 miles ago, in 1948. Note the carmine-colored, bakelite 'suicide knob', Dodge's early version of power assisted steering.



Car Trivia Answer from page 7

Sung by TV's Dinah Shore starting in 1951, Chevrolet's advertising theme song blended salesmanship and patriotism in a formula that would mark the brand's advertising for decades



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ACCELERATION EXPLAINED !



Spark plugs are burned out in the first two (2) seconds?

- One Top Fuel dragster outfitted with a 500 cubic-inch replica Dodge (actually Keith Black, etc) Hemi engine makes more horsepower

(8,000 HP) than the first 4 rows of cars at NASCAR's Daytona 500.

* Under full throttle, a dragster engine will consume 11.2 gallons of nitro methane per second; a fully loaded Boeing 747 consumes jet fuel at the same rate but with 25% less energy being produced.

* A stock Dodge Hemi V8 engine cannot produce enough power to merely drive the dragster's supercharger.

* With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lockup at full throttle.

* At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.

* Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.

* Dual magnetos supply 44 amps to each spark plug. Which is typically the output of an electric arc welder in each cylinder.

* Spark plug electrodes are totally consumed during a pass. After 1/2 way thru the run, the engine is 'dieseling' from compression and the glow of the exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.

* If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with enough sufficient force to blow the cylinder heads off the block in pieces or split the block in half !!

* Dragsters reach over 300 MPH +... before you have completed reading this sentence.

* In order to exceed 300 MPH in 4.5 seconds, a dragster must accelerate an average of over 4 G's. In order to reach 200 MPH well before reaching half-track, at launch the acceleration approaches 8 G's.

* Top Fuel engines turn approximately 540 revolutions from light to light!

* Including the burnout, the engine must only

survive 900 revolutions under load.

* The redline is actually quite high at 9500 RPM.

* **THE BOTTOM LINE:** Assuming all the equipment is paid for, the pit crew is working for free, & **NOTHING BLOWS UP**, each run will cost an estimated \$1,000 per second. 0 to 100 MPH in .8 seconds (the first 60 feet of the run) 0 to 200 MPH in 2.2 seconds (the first 350 feet of the run) 6 g-forces at the starting line (nothing accelerates faster on land) 6 negative g-forces upon deployment of twin 'chutes at 300 MPH An NHRA Top Fuel Dragster accelerates quicker than any other land vehicle on earth ... quicker than a jet fighter plane ... quicker than the space shuttle...or snapping your fingers !! The current Top Fuel dragster elapsed time record is 4.420 seconds for the quarter-mile (2004, Doug Kalitta). The



top speed record is 337.58 MPH as measured over the last 66' of the run (2005, Tony Schumacher). Let's now put this all into perspective: Imagine this.....You are driving a new \$140,000 Lingenfelter twin-turbo powered Corvette Z-06. Over a mile up the road, a Top Fuel dragster is staged & ready to 'launch' down a quarter-mile s trip as you pass. You have the advantage of a flying start. You run the 'Vette hard, on up through the gears and blast across the starting line & pass the dragster at an honest 200 MPH.... The 'tree' goes green for both of you at that exact moment. The dragster departs & starts after you. You keep your foot buried hard to the floor, and suddenly you hear an incredibly brutally screaming whine that seers and pummels your eardrums & within a mere 3 seconds the dragster effortlessly catches & passes you. He beats you to the finish line, a quarter-mile away from where you just passed him. Think about it - from a standing start, the dragster had spotted you 200 MPH... and it not only caught, but nearly blasted you off the planet when he passed you within a mere 1320 foot long race !!!!

That, my friends.....is acceleration.

Northern Neck Region

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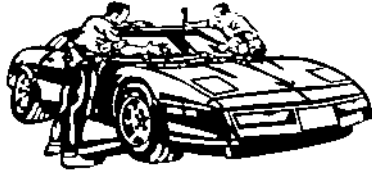
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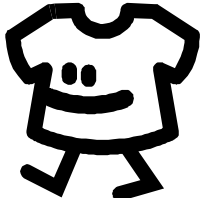
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