



North Jersey Street Rod Association

October 2013
Volume 46 No. 10

NEWSLETTER

Monthly Meeting: *Bob O'Malley*

The President opened the meeting at 7:30 PM. Roll call was taken showing fourteen(14) members present, fifteen absent (15) and two (2) excused. President Grimal then lead the club in the flag salute, followed by calling of the roll of deceased members.

The minutes of the August Meeting were approved as read.

President Grimal produced sample plaques which he presented to the floor as possible awards for length of service to our club. He expressed concern for the club's membership as it appears to be dwindling. Discussion about recruiting members followed.

The president asked who would be interested in being a club officer for 2014. Scotty Dietz showed interest in president while Clarence Staples said he would consider vice president under Scotty. Jay Miller and Bob O'Malley agreed to stay on as treasurer and secretary.

A discussion started concerning the "Rod Run". Can we indeed do it in 2014? Participation is poor at best. It seems that there is serious apathy amongst the membership. A vote was asked for by Dan Burrows and seconded by Ed Broadback. Much discussion followed concerning the possible loss of the grounds at Horseshoe Lake. The motion was amended to sign for the land for Father's day in 2014. We can have a picnic if nothing else and it gives the club more time to solve our participation problem. The vote was unanimous to cancel the show but rent the field.

Treasurer's Report from Jay

Jay Miller was absent as he was on vacation. Scotty Dietz started a rather lively discussion concerning finances, how much we have in each account and what to do with it.

50-50

Ed Broadback won \$14.00

Saturday Breakfast

There will be no breakfast run in October as it is a very busy month.

Christmas Party

Dan Burrows said that all of the arrangements are made for a Christmas Party at Portifino's Restaurant in Jefferson. Pres. Grimal questioned the reservation but it was already approved at the August meeting according to the minutes.

FALL ROLL OUT: *Steve Mathews*

Well boys and girls, it's almost November That could only mean its almost time for the Riegelsville Pa. swap & car show, 1st Sunday in Nov. 11-03 2013, put on by the Kiwanis Club, Durham Road (aka) Pa. Rt. 611 In my opinion one of the best swap meet & car shows all year. So dust off that Hot Rod and roll out to Riegelsville. This is a real country event, I am talking about cornfield parking . Good food; big 50-50 . Bring your high top sneakers and a warm jacket. Dont poke around in the morning - get there early. See ya all there. Info 610-847-8476

Regards, Steve Mathews

BUMPER STICKER OF THE MONTH *Frank Carey*

Yes, it's fast
No, you can't drive it

INTERNET GOODIES *Frank Carey*

Kingman Collection http://www.youtube.com/watch_popup?v=6IYISQ6DVwk&vq=medium

Ed Brown's collection <http://kithannecarclub.com/brown/brown2.html>

1901 Ford "road test"

http://www.youtube.com/embed/Ru_hC9oGVbo?feature=player_detailpage

STREET ROD CHRISTMAS CARDS *Frank Carey*

Street rod Christmas cards have been around for a while. Here's a link to the publisher's site for those of you who have never seen them or for those who have seen them but don't know where to buy them. This company also sells street rod notepads, note cards, calendars, and other things. It looks to me like the items with "CC" numbers are Christmas cards. See what you think.

<http://www.pauloxmanpublishing.com/>

In the upper left hand corner where it says ENTER KEYWORD, type STREET RODS and click on the magnifying lens. That should get it. Good luck.

ACCELERATION *Frank Carey*

I've seen this before but don't know if it's ever been in the newsletter before. So here goes...

Ever wonder why a Top Fuel dragster gets a rebuilt engine after each run? Stay with this- even if you aren't a 'car nut', this is stunning.

- 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 vapor 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 strip 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 sears 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,.....is acceleration.

THOUGHT FOR THE DAY anon

I changed my car horn to gunshot sounds. People move out of the way much faster now.

SPEED CONTROL Frank Carey

How's this for effective speed control? I don't know about you, but This would certainly slow me down!



People slow down and actually try to "straddle" the hole. This is an actual speed control device that is currently in use. It is MUCH cheaper than speed cameras, radar guns, police officers, etc. Pretty clever -- especially when they move them around every day. Isn't art wonderful?

Frank, we've had this sort of thing in NJ for years, only they're actual potholes and they're not just cheap, they're free, courtesy of Mom Nature and crappy roadbuilding – Bryce

P.S. As always, thanks Frank, for all your contributions to the newsletter. And thanks to Steve for the heads up on Riegelsville.

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