



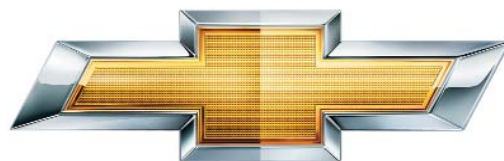
Chevy show last August

On Sunday August 23, 2015 the Mile Chevelle and El Camino Club and the Mile Hi Region of the Vintage Chevrolet Club of America co-hosted our annual car show at John Elway Chevrolet at 5700 S. Broadway.

The day dawned on the cool side but quickly warmed up as the cars arrived. From all original to gorgeous restorations, from bone stock to highly modified about 70-80 cars were eventually displayed. Most were of GM heritage from as far back as 1922, but a few "other" brands were represented as well. Elway's was kind enough to clear out their showroom the previous evening to allow about a dozen cars from each club to be displayed inside.

Many thanks to the folks at John Elway Chevrolet for promoting the event, providing a complimentary barbecue for all and allowing us to again hold what has become an annual event.

We have a link to a YouTube video of the event: <https://youtu.be/ld-mwWJ6nC0>



(More photos on page 2 and page 4)



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We love older, classic, and or antique vehicles. We are equipped with all the latest equipment and software for newer cars. We also have those old tools necessary to repair the classics. Our new GFS downdraft paint booth allows us to accomplish finishes from high quality through show quality.

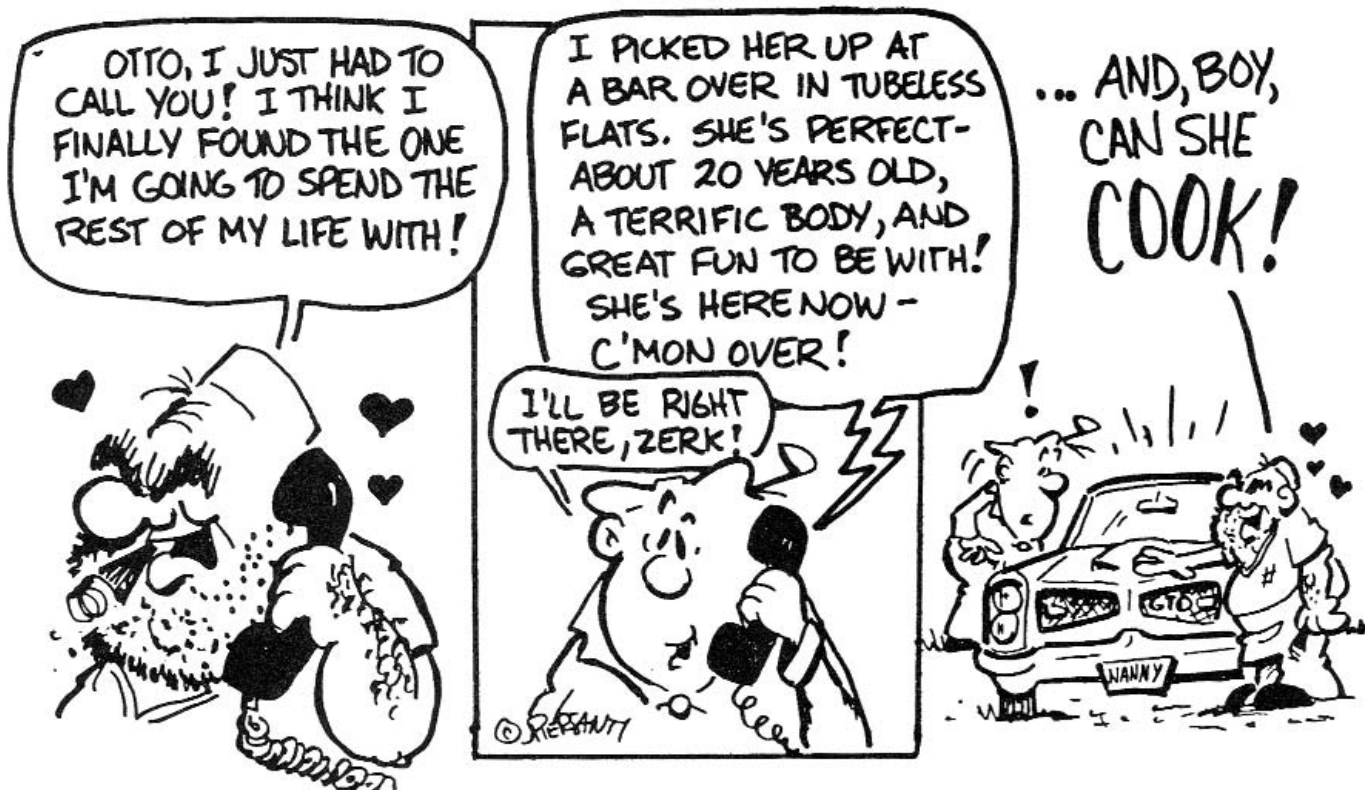
It's all about business ethics, caring and working closely with you. Auto restoration is not an inexpensive proposition, but it does not have to be cost prohibitive either.



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"Otto Mechanic"

By Jay Piersanti



(More photos from the August 23rd Chevy show at John Elway Chevrolet)





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(Available to speak at club meetings)



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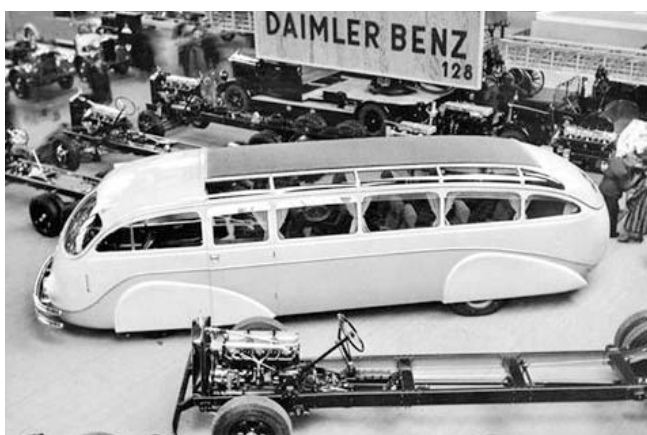
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Ever wonder why a Top Fuel dragster gets a rebuilt engine after each run?



One Top Fuel dragster outfitted with a 500 cubic-inch replica Dodge 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 even 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 stoichio-metric 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, disassociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug, which is typically the output of a small 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 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.

Assuming all the equipment is paid for, the pit crew is working for free, and 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!

Only going 1000 feet (320 feet less than 1/4 mile) they do it in 3.7 seconds at around 332 mph with 10,000 horse power with 90% nitro-methane 10% alcohol.

Let's now put this all into perspective: You're driving a new \$140,000 Lingenfelter twin-turbo powered Corvette Z-06. Over a mile up the road, a Top Fuel dragster is staged and 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 and pass the dragster at an honest 200 MPH. The "tree" goes green for both of you at that exact moment. The dragster departs and 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 and within a mere 3 seconds the dragster effortlessly catches and 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.

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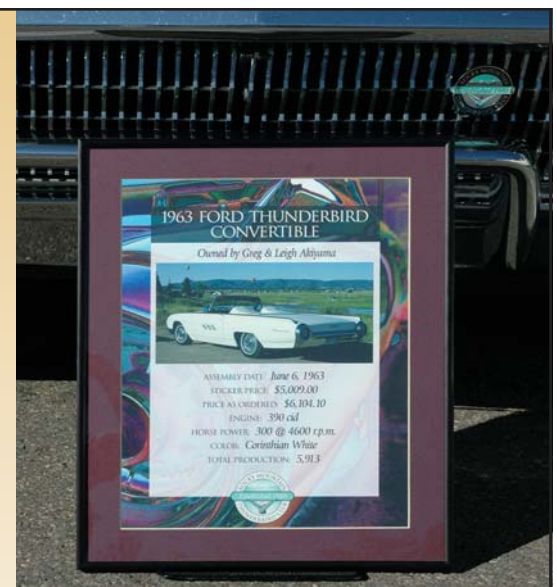
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Would you like to see this newsletter continue?

I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

Greg Akiyama / Publisher / 303-680-8298

One Time Rate:

Full Page - \$100
Half Page - \$75
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Business Card - \$25

Three Time Rate:

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Business Card - \$10 per insertion

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Full Page - 7" x 10"
Half Page - 7" x 4.75"
Quarter Page - 3.25" x 4.75"
Business Card - 3.5" x 2"

Rates subject to change without notice

Colorado Collector Car News

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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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Greg Akiyama
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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.

Collector Car Council of Colorado (CCCC)

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