



September 2023

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GCC, P.O. Box 973
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President's Corner

Let me start off by thanking all the car club members that were at our meeting this past month! We had a lot of new faces there. I love to see that happen at our meeting, even if I was a little late getting there.

Thanks to everyone that helped set up and take down. It was a hot one! We have one more cruise, and then we have our Super Cruise. Please be looking for door prizes & money-tree items that are worth \$25, or cash, or something car related to put on our auction table.

September and October are important months for our club. Of course we have our last cruise-ins, but we also need to establish a nominating committee to develop a slate of officers to lead the club in 2024. Please be ready to volunteer for this temporary, but very important, position. The work usually begins with the chairperson getting several other volunteers to help, and calling the members to see if they would be willing to hold a board position. It's a club job that can be done from a La-Z-Boy!

Our next meeting will be Sept. 5th at the Olive Tree. Dinner will be at 6 o'clock, with the meeting to start around 7.

Thanks everybody! I hope to see you at the meeting this coming Tuesday.

Danny Davis

Vice President

Hey Golden City Cruisers,

I hope all is well, with everyone,

I thought we had a good cruise-in, in August. I know it was hot, but we still had a good turn out. I'd like to congratulate Larry Brown who won the Car of the Month. Some of you may remember that Larry also received the award last month, but it was not for him, but for his buddy who left early. This time, though, it was his to keep!

I'd like to thank the set-up crew and take-down crew, also all who helped with the cake walk and other activities as well. I hope to see y'all at the next meeting or at the cruise in. Take care and keep cruising.

Bryant Deal

Sponsorship Report

Sponsorships due in September:

Lafitte Mop Danny Davis

J. Collins “

Phil Blair Ins. “

Lazy Donkey “

Auto Zone , VR “ (in kind)

Surely we have made it through the rough part of our summer cruises. I always look forward to the fall, but quickly realize our year is coming to a close.

August has not been a good month for some of our members. When you pray, please remember Don Reed, Gene Duke, Sharon Hearnburg, and Debbie Novak (loss of her husband Glenn).

Sickness and surgery is tough but we can survive that. Loosing ones life long mate is the worst. Loosing Brenda was my life's worst battle, but God's grace carried me through that valley.

Don Edwards

Treasurer's Report

Attached to this newsletter is the financial statement as of August 2023. If you have any questions, please let me know.

Raylene Carroll

Secretarial Report

The minutes of the August 2023 meeting are attached to this newsletter. Please let me know if you have any questions.

Jimmy Derrick

Our Sincere Condolences

Our condolences go out to Debbie Novak, the Novak family, and the many friends of Glenn Novak. While Glenn and Debbie were not



members of the GCC, they frequented our events and were faithful members of our sister club the West Georgia Region of the AACA where Glenn was President, Newsletter Editor, and Webmaster. Glenn was known to many as the Buick guy, and he

did love his old Buick iron. No arrangements have been made at this time.

September Birthdays & Anniversaries



Happy Birthday to:

Ronnie White	9/16
Tim Whitmire	9/8

Happy Anniversary to:

Pete & Tanya Debick	9/27
Billy & Cherrie Glover	9/8
Charles & Lynn Norris	9/30
Mike & Margot Washington	9/24

Our Next Meeting

Our September meeting will be held on Tuesday, September 5th at the Olive Tree Restaurant in Villa Rica.



If you plan on eating, please be there by 6pm. Our meeting will begin at 7pm.

Area Car Events:

Car Shows:

Sept 9, Carrollton – Mt. Holly Church Car Show, 4685 Hwy 27 North, Registration 9-12, See attached flyer for more information.

Sept 9, Heflin, AL – 9th Annual Alabama Ford Jamboree at Heflin City Park, 8am-3pm. Info: 256-310-6888.

Sept 9, McDonough -North Ga Mopar Club's Cars and Courage, Celebrating First Responders Open Car Show at Summit Racing Equipment, I-75, Exit 216, 11am-3pm. Info: 770-310-8771.

Sept 16, Buchanan – Haralson County's 7th Annual Country Fried Pie Festival Car & Bike Show, 165 Van Wert St, 9am-3pm. Info: 770-546-7299

Sept 16, Dallas – The Ansley Foundation 5th Annual Car Show Against Childhood Cancer at Pizza Shack, 80 Seven Hills Blvd., 1-5pm. Info: 770-617-0415

Sept 23, Douglasville – Sweetwater Baptist Church
6th Annual Car & Motorcycle Show, 2308
Sweetwater Church Rd., 9am-1pm. Info: 404-308-
8396.

Sept 23, Oxford, AL – 2nd Annual Alabama
Corvette Club Charity Car, Truck & Motorcycle
Show at the Oxford Civic Center, 195 Recreation
Dr., 9am-2pm Central. Info: 256-239-2439.

Sept 30, Powder Springs – Southern Wheels
Unlimited Car Club's 2nd Annual Toys for Tots Car
Show at Lost Mountain Park, 4845 Dallas Hwy,
9am-3pm. Info: 770-722-3542.

Sept 30, Senoia – 18th Annual Senoia Car Show
Downtown, 1997 & Older, 7am-4pm, limited space,
pre-registration suggested. Info: 770-727-9173, or
enjoysenoia.com

Oct 1-8, Biloxi, MS – 27th Annual Cruisin' the
Coast, Info: 228-385-3847, or cruisinthecoast.com

Oct 6-7, Orange Beach, FL – Fall Bama Coast
Cruisin' & Orange Beach Freedom Fest at The
Wharf, 23101 Canal Rd. You must pre-register.
Info: 205-655-4930, or bamacoastcruisin.com

Oct 14, Douglasville – Douglas County Special
Olympics Car Show – See flyer attached.

Cruise Ins:

1st, 3rd, 5th Friday, Powder Springs – Zaxby's 4410
Brownsville Rd. Info: 770-943-2634.

1st Saturday, Marietta - Piedmont Church, 570
Piedmont Rd, 8am-2pm. Info: 404-202-0070.

1st Saturday, Dallas – American Legion Post 111,
2587 Scoggins Rd, 2pm-5pm. Info: 770-893-8729.

1st Sunday, Kennesaw – “Caffeine and Octane” at
Town Center Mall, 400 Earnest Barrett Pkwy, 7 –
11am. Info: 404-713-9225 or
www.caffeineandoctane.com

2nd Saturday, Rockmart - Knucklehead Café, 217 W
Elm St. Info: 770-880-6225.

2nd Saturday, Newnan – The Original Hotdog
Factory, 214 Bullsboro Dr. Info: 678-633-8566.

**3rd Saturday, Villa Rica – Golden City Cruisers
Downtown Cruise-in; members set-up at
3:30pm. Event is 5pm – 7:30pm.**

4th Saturday, Dallas - New Courthouse, 240

Constitution Blvd. 3-7pm. Info: 404-401-5653 or
<http://www.georgiaclassicrides.com>

4th Saturday, Bowdon – Smokin' Pig, 409 W.
College St. Info: 770-855-6998

Last Sunday, Newnan – Rides & Coffee at Detail
Garage, 172 Bullsboro Dr, 10am – 1pm. Info: 470-
818-0164

Compiled by Nick Ware

*(For further details on these shows and more, refer to
“Ragtops and Runningboards”, or refer to websites like
<http://southeastwheelsevents.com/> or check out the Facebook
page “Georgia Cruise-Ins and Car Shows”*

Activity Committee

The Activity Committee had no planned activity for
the month of August, so there is no activity to
review. However, we do have a planned activity for
September.

September is always the month for The Villa Rica
Gold Rush Parade. We have once again been
invited to participate in the parade. The parade will
be held September 9th, at 10:00 am.

We have been asked to line up at 9:00 am at The
Happy Valley Baptist Church, located at 605 Main
Street in Villa Rica.

The parade is a good opportunity to mix and mingle
with the city officials that continue to support our
efforts. Let's turn out in large numbers and help
make this parade a huge success.

The Activity Committee continues to work towards
what appears now may be a 2 Club picnic scheduled
for November 4th. The logistics of the picnic are
taken care of. We continue to work with the
LaGrange Club to iron out a menu. The Activity
Committee will keep everyone posted as progress is
made.

We hope to see everyone at our September Meeting
and at the Gold Rush Parade.

Rick Horne / Billy Glover

Welcome New Members!

Our last meeting saw a long-standing record broken! For as long as most of us can remember, the GCC has fluctuated up and down in membership, flirting with but staying below 50 members. But with the addition of 3 member families at the last meeting, we are now at 52 members!

We welcomed into our club, Gary & Carol Moyses, Walt & Jenny Smith, and Bill & Sharon Hearnburg. All three of these members have memberships in the West Georgia Region of the AACA and have been with us on many different occasions. We are glad that they have decided to now become members of the GCC as well. They bring with them a host of different cars from early iron, 50s classics, European sporty models, and late model American muscle. Welcome new members!

Write It Down!

November 4th is the date for the 3 Club Picnic. The location is the Carrollton Ag Center from 11:30 to 2pm. For those new to our club, there are 3 clubs in the West Georgia area that maintain a close relationship. Several of our members have membership in two or more. Of course, we hold down the Villa Rica area. The West Georgia Region of the AACA (Antique Automobile Club of America) is headquartered in Carrollton, and the Georgia/Alabama Region of the AACA is in the LaGrange area. In the fall of each year, we gather to better know each other, with the host club rotating each year. This is our turn! Plan to attend. More details later.

A New Old Tool

For all of you tool nerds like me, I found a tool this week that I didn't know existed. You professional mechanics are probably laughing out loud, but it has escaped me for my entire life! You see, this tool is made by the Walton Company of West Hartford Connecticut and it has been since 1908! Walton has been in the same building since 1948!

How many times have you jacklegs needed to thread a hole and maybe you didn't have exactly the right size numbered drill bit? So you use the closest thing you can find and start tapping. The going gets a little tough, and you're in a hurry, and SNAP. You just broke your tap in the hole you were threading. If it was a bolt you would get your E-Z Out, drill down the center, and hopefully remove it. But you can't drill into a tap that is harder than your drill bit! Your only option is to cuss...unless you have a tap extractor! Where have I been?



The Walton Tap Extractor has fingers that slide down the tap flutes, and a collar that slides over the fingers for support, allowing you to easily turn out the tap. The fingers are easily replaceable. The tool comes in two, three, or four flute designs. (Now be honest, have I been asleep all these years?) Walton makes several other specialized tools like tap extensions, and bolt extractors, up to 3-1/2". Check them out. Made in the U.S.A. - Nick

<https://www.waltontools.com/>

The First Auto Air Conditioner

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office. They sweet-talked his secretary into telling him that four gentlemen were there with

the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office.

They refused and asked him to return to the parking lot to their car. They persuaded him to get into the car at about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

Henry got very excited and invited them back to the office, offering them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a

label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed. Now old man Ford was more than just a little conceited, and there was no way he would put someone else's name on two million Fords. They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so, to this day, all Ford air conditioners show —

Lo, Norm, Hi, and Max -- on the controls.

Pilot debuts autonomous truck terminal

Reprinted from c-storediver.com, Published Aug. 22, 2023



Pilot's first autonomous truck terminal has debuted outside of Atlanta. Retrieved from [Pilot](#).

- Pilot Company has opened its first autonomous truck terminal alongside self-driving trucking company Kodiak Robotics, according to an Aug. 17 announcement from both companies.
- The terminal is located at the Pilot travel center in Villa Rica, Georgia, about 33 miles west of downtown Atlanta. It will be used to launch and land autonomous trucks, as well as serve as a

hub for drivers to pick up and drop off first- and last-mile deliveries, according to the announcement.

- This service comes a year after the companies announced their partnership. Pilot made a “strategic investment” into Kodiak and joined its board of directors as the two companies aimed to develop autonomous truck services at Pilot’s travel centers.

The trucking terminal in Villa Rica is the first step of Pilot and Kodiak’s expansion. The companies are exploring where else within Pilot’s travel center network to build these types of facilities moving forward, according to the announcement.

The new service highlight’s Pilot’s focus on using new technologies to maintain a safety-first focus within the trucking industry, Brandon Trama, director of strategy and business development at Pilot, said in the announcement.

“Working with Kodiak aligns with our emphasis on improving the quality of life for professional drivers,” Trama said. “Autonomous trucks focus on the long, repeatable highway miles, leaving the more enticing local, first- and last-mile deliveries for professional drivers who can stay closer to home.”

The Villa Rica location will be the eastern satellite hub for Kodiak’s 18,000-mile-long autonomous deployment network — the trucking industry’s largest set of mapped routes for self-driving trucks, according to the announcement. Kodiak’s main hub is in the Dallas-Fort Worth area.

The location will also offer various truck services, such as refueling, maintenance and pre-trip inspections.

“This partnership, combined with Kodiak’s flexible technology stack, enables our scalable, asset-light approach to building our truckport network,” Don Burnette, founder and CEO of Kodiak, said in the announcement. “The freight lane between Dallas and Atlanta is critical to the nation’s supply chain and economy, and this truckport enables us to refine our operations model as we continue to grow.”

Founded in 2018, Mountain View, California-based Kodiak develops autonomous technology for long-haul trucks aimed at making the freight industry safer and more efficient. Its technology integrates sensors into a sensor-pod structure, which optimizes for perception, scalability and maintainability.

Knoxville, Tennessee-based Pilot is the largest travel center company in the U.S. with more than 870 locations across 44 states and six Canadian provinces. The retailer is a majority owned subsidiary of multinational holding company Berkshire Hathaway.

(hmmm...autonomous long haul trucks on I-20. I can't wait. NW)

The Chrysler Turbine Car - Foreword from Nick - Re-living my past – as I sit around cruise-ins and meeting tables I quickly realize that there are many people younger than myself, and only a few older. Things I may take for granted could be totally foreign to the younger generation. I consider myself fortunate in some ways to grow up in a larger city where car dealers were abundant, and new technology was displayed often. As teenagers we would sneak behind the dealerships to see the new cars that were ready for display in September. I can still get chill bumps remembering seeing something few had seen before, and before the public was allowed to see it. Every year the models changed. It was exciting to see what Detroit had in store for us. But one year in particular stands out.

Most of us realized that those strange “fins of the 50’s” reflected the jet age of the times. Heck, we had been playing with our Flash Gordon toys ever since we were born, so it wasn’t that unusual. But we weren’t ready for the day that Chrysler hit us with something so different that it was just downright spooky. I was a kid in my early teens and will never forget a parade that featured the turbine car from Chrysler. As it came toward me, it was stealthily quiet. The body shape was futuristic, and as it passed by there was a rush of warm air and a whistling/whining sound like a small jet. And then it was gone. I never saw one again. What happened to the turbine car? I hope this article will take the older generation back to the early 60s and will share with the younger generation a little excitement of the automotive industry of that era. Nick

The following article is reprinted from a 1989 issue of Car & Driver. Ancient history, some may say. I think you will find it fascinating. But above all, please take the time to go to this link for a firsthand discussion of the mystery of the Turbine Car:

[Here's Why the Government Made Chrysler Destroy its 46 Jet Cars](#)

From the Archive: Chrysler's turbine-powered prototypes envisioned a future that never came to pass.

BY [PATRICK BEDARD](#)

From the May 1989 issue of Car and Driver.

Some guys claim they can see the future, and I like to squint though the sights at it myself every so often. But this little adventure is going to be backward, sort of like going around to the muzzle end and peering up the barrel, trying to figure why we heard the bang and then nothing came out.

The old **Chrysler** Corporation was going to build cars with gas-turbine engines just as soon as...well, pretty damn soon. What started out—in the minds of a few engineers stimulated by World War II inventiveness—as a brainstorm that just might work became a drive-it-around prototype in October of 1953: Chrysler began testing a stock-bodied 1954 Plymouth powered by a turbine. As the decade went by, more and more turbine prototypes whirred out of the Chrysler Engineering Department and onto the streets of America, where they were captured on film and pictured in every newspaper, mechanics' magazine, and car book in the country. General Motors and **Ford** had turbines, too, but Chrysler seemed to be out front, closest to the day when we'd all be whirring around in jet-age cars devoid of cooling systems, mufflers, pistons, valves, carburetors, and the need for gasoline. They'd run on kerosene or



diesel fuel or, gee, even vodka if you were into party tricks. Chrysler publicists, at a press gala, went so far as to pour in a few precious ounces of fancy French perfume. All it did was give the exhaust that come-hither scent, according to the reviews.

This gas-turbine enthusiasm kept building on itself until, finally, the future began to lose its fuzziness. On May 14, 1963, at the Essex House hotel in New York City, Chrysler unveiled a turbine car that wasn't a prototype. It was the first of a 50-car run of identical, shimmering-bronze Ghia-bodied glamour-cars that were going to be loaned to ordinary folks for driving to work or cruising the strip or whatever ordinary folks did with cars. The sole purpose was to determine the reaction of typical American drivers to turbine-powered vehicles, Chrysler said. Genuine market research, in other words, with the implication that if the folks out there panted hard enough and gave other indications of a willingness to sign checks, there might soon be turbines in every Chrysler dealership from sea to shining sea.

Of course that was then and this is now, and there are exactly zero high mileage used Chrysler Turbine Cars on the Honest Al's lot in your neighborhood. The future, apparently, misfired. And at this late date, your author is being dispatched into the dark hole with instructions to report back.



We are walking down the corridor of the main building at the Chrysler proving grounds in Chelsea, Michigan. The buff-colored metal walls look as fresh and unmarked as I remember them being when I first set wing-tip in the place as a new-kid Chrysler engineer in—as coincidence would have it—the summer of 1963, just days after the Ghia Turbine Cars were announced.

We turn toward a sign, gold letters on a blue background, that says "Display Room." The sight of it triggers a buzzer in my mind's attic. I'd forgotten the Display Room. It was a space the size of a generous one-car garage, with steel walls and a set of industrial strength barn doors opening out into the main shop. The Display Room was for viewing the future. Any prototype so zoomy that it would stop work out in the general shop was wheeled into the Display Room. Cars so advanced that they couldn't be outside without a cover were guided in. The steel doors were *donged* shut. The cover was pulled off. And there it was, *behold and tremble*, the future!

But as I said, today we're looking down the other end of the barrel. The door opens and I step into 1963.

Am I just back from lunch or what? Nothing has changed. The walls are still buff, the workbenches gray, the tool boxes red. And the Turbine Car is still perfectly glamorous, its thrusting shape all decked out in jewelry-glitter chrome and sequin-shimmer bronze, like some showgirl at the Copacabana. I feel that I should whistle.

Like showgirls everywhere, this one looks a little used when you get up close. She's got tiny wrinkles on her flanks from doors flung against her in parking lots. But she still knows how to strike a pose.

I saw many Turbine Cars in my Chrysler days, whirring around the Engineering complex like taxiing Boeings, trailing a warm cloud of jet breath that swirled around my ankles as they passed. Despite their numbers though, they were always mystery ships. It was hard to snag one for a joy ride: I never managed. The guys who worked in the turbine lab were aloof. Some of my friends transferred in there when the program was booming. It was as if they'd joined a cult. They never made small talk at the coffee machine after that, and they never returned to the

old cafeteria tables for lunch. Rumors of special high-temperature materials and efficiency breakthroughs drifted over the Engineering grapevine, but I never heard a turbine guy say a word. I don't recall ever seeing one smile, either.

I ask George Stecher about that. He's one of the original cast, you might say: 39 years at Chrysler, worked on turbines right to the end of the program, still carries the fire for them. He came out to Chelsea this morning to mother the Turbine Car through this adventure.

About the cult, he says simply, "George Huebner had a way of inspiring his men."



Yes, George Huebner, I remember him striding through the halls: tall, stiff as a general, Germanic in his white hair and steel-rimmed glasses, all sharp creases and crisp collar—the million-dollar man. The turbine project was his deal. He looked impossible to argue with.

Stecher plays back the details of Chrysler's turbine days as if they had happened earlier in the week. Altogether, he says, there were 55 of these

Ghia-built cars—45 of them went into service as loaners to selected "customers." From October 29, 1963, when the first car went out, until January 28, 1966, when the last one was returned, 203 motorists were given a three-month trial.

The cars were styled at Chrysler under Elwood P. Engel, who then was just fresh from Ford. In silhouette, the Turbine Cars looked like the



Thunderbirds of the time. That's probably the way Engel thought a four-seater should look. The bodies were handmade in Italy and fitted with engines and chassis at Chrysler's Greenfield plant.

"There are nine left in the world," Stecher says. "Chrysler has three."

The 1960s-vintage scuttlebutt said the cars were brought in duty-free for a limited time and would ultimately be scrapped to avoid the duty. Not long ago I heard rumors of a big Turbine Car boneyard on some remote section of the proving grounds. Stecher confirms the hearsay. The only escape from the tax was to send them back to Italy or give them to museums in non-running condition. Six cars went to museums with their

engines removed and mounted on display stands. But museum collections are not forever, it seems, and now a few Turbine Cars are winding up in private hands. By a quirk of the tax rules, after five years of display time the cars are exempt from the duty forevermore. The Domino's Pizza man, Tom Monaghan, recently acquired a Turbine Car for his collection, although someone beat him to the engine.

What about the boneyard? Elmer Kiel, the proving grounds' facilities coordinator, nods. "We cut 'em up, smashed 'em up, burned them up. I cried, but we had to do it."

He laughs about another aspect of the disposal job, though. When the time for destruction was near, proving-grounds staffers started helping themselves to a few keepsakes. A favorite was the chrome centerpiece from the wheel covers. It was pure Turbine motif, a dish-shaped thing with internal fins. It made a great ashtray, and a number of smokers had them on their desks. Then one day, with no warning, they all disappeared. Nobody knew why. U.S. Customs, maybe?

Nope. The nighttime janitorial crew found internally finned ashtrays a nuisance to clean, so they executed a little disposal operation of their own.



I ask Stecher why turbines never made it into production. He says that big improvements came fast in the early days, and optimism was everywhere. But as the state of the art approached an acceptable level for passenger cars, progress began to drag. For a while, NOx emissions were formidable. When that

barrier was finally surmounted, the energy crunch hit. Fuel economy was always a turbine shortcoming, but fifteen years of development had pushed it up to a rough sort of parity with the big V-8 cars of the time—17 or 18 mpg on a trip, somewhere in there. But when crisis-spooked car

buyers began turning to 30- and 40-mpg imports, turbine optimism went limp. In the mid 1970s, Chrysler won a \$6.4 million government contract for turbine development. There was even a compact, front-drive turbine in the modeling stage as the 1980s dawned. But from a turbine engineer's standpoint, the future looked awful. The turbine can be a highly efficient engine in constant-speed operation, as in an airplane or a generating station, but it's a guzzler in stop-and-go driving. The original attraction for cars was perfect smoothness and—let's face it—novelty. But the one scenario not foreseen in those growth-crazy postwar years was exactly the one that was coming to pass. Fuel was going to be limited. Chrysler finally resigned itself to that outlook in April 1981 and turned off the Turbine Lab's lights for the last time.

I recall the Turbine Car's whirring sound well enough, but there are many shades of whir. On the scale of Boeings to Cuisinarts, I wouldn't have remembered exactly where it fit. But now with the ignition on and the blades spinning up to speed, I hear an air rush that's pure Electrolux. Bring on the carpet.

The tach needle requires maybe three seconds to swing up to idle—at 22,000 rpm. The whir is shrill and airy, altogether wrong for a car. And altogether perfect for fantasy voyages.

For sure, the interior is fantastic. Three deeply tunneled dials, clustered like cannons, point at me through a hooded opening in the dash. Bronze leather conforms to every surface that's not chrome. The bright turbine-motif console extends from firewall to trunk, bisecting the cockpit. The radio face has two Civil Defense symbols,



each one a triangle within a circle, showing where to tune when the commies drop the big one. The tach reads to 60,000 rpm.

Stecher is nervous about the engine. He says the turbine inlet temperature is high by about 75 degrees. My idea of a full-power takeoff blast into the hazy proving-grounds distance doesn't amuse him in the slightest. So we're going to have to cruise.

My brain has been called into a heavy mediating session between the eyes, which say "car," and the ears, which insist "Boeing." The ears know about jets, know how the engine whistles up and then pretty soon the speed picks up. The Turbine Car does that, as if the engine weren't connected to the driving wheels. Cruise amounts to ooze. I press the go pedal, and we ooze forward. The tach needle jumps up by thousands of rpm; the speedo seems sedated.

Turbine Car ooze, slippery as pure polyester. That was the mystique. Vibrationless for sure. But off-putting, too, because it's so disconnected from the job of forward motion—like an old Hydramatic, only more so.

Forget what you know about cars. The turbine is a two-part engine. The whistling part is the compressor section, which runs all the time, revving up and down in response to fuel flow regulated by your foot. The compressor's job is to supply hot wind to the power turbine, which is joined to the transmission. There's no connection between the compressor and the power turbine except the hot wind. Stop at a traffic light and the power turbine stops, too, hot wind idling through the blades, waiting for you to release the brakes and fuel up a blast.

The engine serves as its own torque converter, in effect—an exceptionally loose one, I must add. And that's the source of the disconnected feeling. Chrysler used a three-speed automatic, minus the usual converter, to pep up around-town operation.

Stecher has just now noticed that this one is not shifting. No wonder the car oozes. There aren't many Turbine Car parts left. His face shows an owner's frustration: "Oh no! Now what?"

Ah, but we don't need a transmission to cruise. Besides, who needs a transmission on a jet? The engine sound is absolutely convincing. You

know how in a Boeing the jet whir seems to fade into happy harmony with the outside-air rush at cruising speed? As we approach Mach 0.1 the Turbine Car does exactly the same thing.

My voice drops to a gravelly drawl and I feel the urge to say, "This is your captain speaking."

Specifications

1963 Chrysler Turbine Car

VEHICLE TYPE

front-engine, rear-wheel-drive, 4-passenger, 2-door coupe

ENGINE TYPE

regenerative gas turbine, iron housing with aluminum compressor, steel impeller, and aluminum-alloy turbines

Power

130 hp @ 3600 rpm on output shaft

Torque

425 lb-ft @ stall on output shaft

TRANSMISSION

3-speed automatic

CHASSIS

Suspension (F/R): control arms/live axle

Brakes (F/R): 10.0-in cast-iron drums/10.0-in cast-iron drums

Tires: Goodyear Tubeless, 7.75 x 14

DIMENSIONS

Wheelbase: 110.0 in

Length: 201.6 in

Width: 72.9 in

Height: 53.5 in

Curb weight: 3900 lb

C/D TEST RESULTS

60 mph: 13.2 sec

Top speed: 115 mph

**Golden City Cruisers Car Club
Olive Tree Restaurant
Villa Rica, Georgia
August 1, 2023**

Danny Davis called the meeting to order at 7:07PM. The club recited the Pledge of Allegiance.

President's report – Danny Davis

Danny started the meeting by presenting a new vendor to participate at our Cruise-Ins for consideration. The new vendor is a cotton candy vendor. Part of the discussion was the vendor would need to arrive early and will need power. It was suggested the City of Villa Rica verify a power source.

He discussed the Super Cruise-In Announcement. This year the club will honor Greg Marshall and Gail Turner. He reviewed the current charities supported by the Super Cruise-In, Villa Rica Shop with a Cop and Fullerville Mission. The membership asked if the Villa Rica Closet could be added as a third charity. Danny said once the flyer is set, he will distribute the flyers and advertise on the local radio station. Danny ask the membership to assist with bringing in gift cards and door prizes to give away at the Super Cruise-In. The entrants who participate in the Super Cruise-In will be allowed to pull a prize off the prize tree.

Membership matters – Danny Davis

Danny reviewed August birthdays and anniversaries of members with the membership. He also asked if anyone knew of anyone who was sick or in need. Bryant Deal shared his status of his surgery and how his recovery was going. Bob Igarashi shared his heart surgery update. Don Reed pinched a nerve in his back. Glenn Novak had surgery and was still in ICU. Ken Eckert will be scheduling an ultrasound to check both his kidneys.

Membership applications:

Walt and Jenny Smith	Nominated for Membership	Seconded	Approved
Gary and Carol Moyses	Nominated for Membership	Seconded	Approved
Bill and Sharon Hearnburg (Absent)	Nominated for Membership	Seconded	Approved

Vice-president's report – Bryant Deal

Bryant asked for volunteers for cakes to be used at the Cruise-in for the Cake Walk. He also thanked all who assisted with setting-up and taking-down all the equipment at the Cruise-Ins.

Secretary's report – Jimmy Derrick

The July meeting minutes was nominated and seconded for approval. Majority voted and approved.

Treasurer's report – Raylene Carroll

The July Financial Report was nominated and seconded for approval. Majority voted and approved.

Sponsorship report – Don Edwards

Don shared with the group the following upcoming renewals:

Renewals Past Due:

None to Report

Renewals due in August:

Quality Coating Supply	8/14/23	Platinum
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Renewals upcoming in September:

The Lazy Donkey	9/01/23	Gold
Lafitte Mop Co	9/05/23	Gold
Olive Tree Restaurant	9/10/23	Gold
Los Cowboys Mexican Restaurant	9/12/23	Gold
Jacky's Landscape	9/12/23	Gold
J. Collins Funeral Home	9/12/23	Platinum
Phil Blair Agency – Allstate Insurance	9/21/23	Platinum

Activity report – Billy Glover

Billy started by sharing with the membership how the visit to Pioneer Ford was a success. We had twenty-nine members attend and it was a fantastic event. The automobiles were great but were rivaled by the nostalgia and the environment.

He asked the membership to mark their calendar for Saturday, September 9th, the date for The Villa Rica Annual Gold Rush Parade. He shared we have once again, been invited to participate in the Gold Rush Parade. The Golden City Cruisers is always a major portion of the parade, and we lead the procession, right behind the Honor Guard. The Villa Rica City Officials always enjoy riding in our old cars and are very appreciative. We will line up starting at 9:00 am at The Happy Valley Baptist Church, located at 605 Main Street, Villa Rica, Ga. The parade will start at 10:00 am, The parade will travel down Main Street and end in the parking lot at The Mill. Tossing candy to the children is encouraged.

Upcoming Activities Proposed:

September 9 th	Villa Rica Gold Rush Parade	9:00AM – 12:00PM
September 16 th	Golden City Cruisers Cruise-In	5:00PM – 8:00PM
September 24 th	Phoenix Recovery Community Car Show	9:00AM – 4:30PM
October 21 st	Golden City Cruisers Super Cruise-In	10:00AM – 3:00PM

Unfinished business – general discussion

None to report.

New business – general discussion

Nick asked all new members to provide pictures of them with their cars so he could add them to the website and create name badges for them to wear.

The club also had an issue at the last Cruise-In due to the City of Villa Rica not providing the barricades to block the street during our event.

Adjourn

The meeting was adjourned at 7:55PM.

Respectfully submitted,

Jimmy Derrick
Secretary, Golden City Cruisers

Golden City Cruisers

Treasurer's Report

August 2023

DATE	CASH/CHECK #	TRANSACTION DESCRIPTION	DEPOSIT	PAYMENT	BALANCE
8/1/2023		Balance	\$11,361.61		\$11,361.61
8/1/2023	Check #246314-7/12	John Thornton - Sponsorship	\$ 250.00		\$11,611.61
8/1/2023	Check #10508-8/1	Olive Tree - Sponsorship	\$ 100.00		\$11,711.61
8/1/2023	Cash	50/50 Club Meeting	\$ 60.00	\$ -	\$11,771.61
8/19/2023	Cash	Cruise In - Cake Walk	\$ 75.00	\$ -	\$11,846.61
8/19/2023	Cash	Cruise In 50/50	\$ 111.00	\$ -	\$11,957.61
8/19/2023	Cash	Cruise in - Drinks	\$ 37.00	\$ -	\$11,994.61
8/19/2023	Cash	Donations	\$ 17.00	\$ -	\$12,011.61
8/19/2023	Cash	Cotton Candy Vendor	\$ 35.00	\$ -	\$12,046.61
8/19/2023	Check #2047-8/2	Lee Culberson - Car Signs	\$ 21.40	\$ -	\$12,068.01
8/19/2023	Check #5023-8/9	Nick Ware - John Thornton Car Signs	\$ 21.40	\$ -	\$12,089.41
8/19/2023	Check #11076-7/20	Lake carroll Lawn Equip - Sponsorship	\$ 100.00	\$ -	\$12,189.41
8/19/2023	Check #14567-7/19	Lewis Thomas Body Shop - Sponsorship	\$ 100.00	\$ -	\$12,289.41
8/19/2023	Check #14408-7/17	Morgan Oil - Sponsorship	\$ 100.00	\$ -	\$12,389.41
8/19/2023	Check #50767-7/25	Smith Brothers - Sponsorship	\$ 100.00	\$ -	\$12,489.41
8/19/2023	Check #30590-8/7	Los Cowboys - Sponsorship	\$ 100.00	\$ -	\$12,589.41
8/19/2023	Check #3229-8/11	Jacky's Landscraping - Sponsorship	\$ 100.00	\$ -	\$12,689.41
8/19/2023	GCC Check #	Danny Davis - Water, Tent, & Flyers	\$ -	\$ 199.20	\$12,490.21
		Total Cash on Hand	\$ -	\$ -	\$12,490.21
		Less HardShip Fund			\$1,000.00
		Charity Funds			\$1,746.20
		Total Operating			\$9,744.01

Mount Holly Church

LIVE
MUSIC

LEMON
ADE

Car Show

FOOD
TRUCKS

TROPHIES

DOOR
PRIZES

Saturday, September 9th 2023

Registration: 9am - 12pm

Judging: 10am - 1pm

Awards: 2pm

- Trophies for top 10 entries
- Pastor's Choice Trophy
- 1 Grand Prize Winner
- Door Prizes

Mount Holly Church
4685 North US-27
Carrollton, GA 30117

For more information contact:
John Palmer
johnpalmer1@bellsouth.net

**FREE FOR
SPECTATORS**
**REGISTRATION:
\$20 per Vehicle**

Admission is Free. Bring your friends and family!

Douglas County Special Olympics Car Show



FREE ADMISSION for Spectators
Vehicle's \$25
Vendors \$25

SATURDAY OCTOBER 14, 2023 -10am-2pm

Located at the Arbor Place Mall

Address: 6700 Douglas Boulevard, Douglasville, Ga. 30135

OPEN TO ALL CARS, TRUCKS, BIKES, and JEEPS!!

Sponsored by: Douglas
County Special Olympics



Trophies will be Awarded for Top Three
in each Class.

All Judging will be done by DCSO Athletes

T-Shirts are included as part of the \$25 Vehicle and Vendor
Registration Pre-registered Vehicles and Vendors by:
September 15th will receive a guaranteed T-Shirt
Registration Fees received after September 15th are \$30



Registration is from 9:00AM-12:30pm the day of Show
All Proceeds Benefit Douglas County Special Olympics,
made possible by the Douglas County Special
Olympics Therapeutic Board and Douglas County
Parks and Recreation



For Vehicle Registration please
contact
Karen Prescott @ 770-882-7396,
Suzanne Tapley @ 404-754-7951,
Kim Miller @ 678-923-2450

We will have
50/50 Raffle
Gift Basket Raffle
and all different kinds of Vendors



GOLDEN CITY CRUISERS'

SUPER
Cruise-In

22ND
ANNIVERSARY
FUND RAISING
FINALE

SATURDAY

October 21st

10:00 AM - 3:00 PM

Rain Date
10-22-23



106 TEMPLE ST • VILLA RICA • HISTORIC DOWNTOWN

Proceeds
Benefit Local
Charities!

Open to the
Public!

Enter your ride
\$20 donation

So Bring
Your Favorite
Old Car!

CLASSICS
OR HOT RODS

Hot
Wheels
& Cake
Walk

Questions? Contact
DANNY DAVIS • (770) 328-9663

\$300 Cash Raffle!

Tickets on-sale at the Cruise!

Prize Tree!
Door Prizes!

OUR CHARITIES THIS YEAR

FULLERVILLE MISSION

VR SHOP WITH A COP

Food Vendors! Bring the family for a fun time!

SHOW OFF YOUR BEAUTIFUL RIDE! No trophies, just F-U-N

www.GoldenCityCruisers.com

Our Club Platinum Sponsors

Through the generous donations of our sponsors, the Golden City Cruisers Car Club is able to continue our support of area charities. Please use these Platinum Sponsors when you have a need!



Our Club Gold Sponsors

Through the generous donations of our sponsors, the Golden City Cruisers Car Club is able to continue our support of area charities. Please use these Gold Sponsors when you have a need!

<u>Advance Auto Parts, Villa Rica</u>	<u>Lake Carroll Lawn Equipment, Carrollton</u>
<u>American Pie, Carrollton</u>	<u>The Lazy Donkey, Carrollton</u>
<u>Autozone, Carrollton</u>	<u>Lewis Thomas Body Shop, C'ton</u>
<u>Autozone, Villa Rica</u>	<u>Liberty Chevrolet, Villa Rica</u>
<u>Brother's Bar & Steakhouse, Villa Rica</u>	<u>Los Cowboys, Villa Rica</u>
<u>Carroll Food Mart, Villa Rica</u>	<u>Main St. Guns, Gold, & Pawn, Hiram</u>
<u>Carrollton Car Stereo, Carrollton</u>	<u>Mayfield's Body Shop</u>
<u>Cecil Harris Insurance Agency, Carrollton</u>	<u>McCord's HVAC & Refrig., Villa Rica</u>
<u>Danny Davis Trucking, Villa Rica</u>	<u>Morgan Oil Co. Carrollton</u>
<u>DKS Roofing Specialists, Douglasville</u>	<u>My Financial Services, Villa Rica</u>
<u>Don Rich Ford, Villa Rica</u>	<u>O'Reilly Auto Parts – Villa Rica</u>
<u>Great Classics 98.9, Carrollton</u>	<u>The Olive Tree, Villa Rica</u>
<u>Haney's Drug Corner, Carrollton</u>	<u>Pro Tech Car Wash, Villa Rica</u>
<u>Hearn Monument, Carrollton</u>	<u>Smith Brothers Supply, Carrollton</u>
<u>Jacky's Landscaping Materials, C'ton</u>	<u>West Georgia Truck Accessories, Carrollton</u>
<u>Johnny's Pizza, Villa Rica</u>	<u>West Georgia Shopper, Carrollton</u>
<u>Kopps Creative Carton Co., Villa Rica</u>	<u>Wing Citi Café, Carrollton</u>
<u>Lafitte Mop Company, Villa Rica</u>	

5/30/23

Golden City Cruisers Agenda
September 5, 2023

- | | |
|--|-----------------|
| 1. Call to Order | Danny Davis |
| 2. Pledge of Allegiance | |
| 3. Membership Matters | |
| a) Anyone sick or in need? | |
| b) New member applications? | |
| 4. President Report | Danny Davis |
| a) Update on Super Cruise Preparations | |
| 5. VP Report | Bryant Deal |
| 6. Secretary Report | Jimmy Derrick |
| 7. Treasurer Report | Raylene Carroll |
| 8. Sponsorship Report | Don Edwards |
| 9. Activity Report | Billy Glover |
| 10. Unfinished Business | Danny Davis |
| 11. New Business | |
| a) Nominating Committee | |
| 12. Adjourn | |
| 13. 50/50 drawing | |

**PLEASE MAKE A COPY OF THIS AGENDA AND BRING IT
TO THE MEETING - THANKS**