



The Sparkplug



Deep South Region of AACA Newsletter

Vol. 53 No. 8 August 2020



1958 Buick Century Caballero station wagon owned by Joe & Julie Tonietto of Troy, Michigan

Annual Grand Nationals and Zenith Awards in Gettysburg PA

Photos and story by Richard Lentinello

I'm in Gettysburg, PA, where today I had the honor of being a judge for the AACA's 2020 Zenith Award for the best restoration.

Wow, it was very hard to choose the winner as all the cars were truly incredible. It took about one hour for all of us to decide.

All 10 cars were exceptional but the winner was this stunning 1958 Buick Century Caballero station wagon.

Editor's note: Richard was a long time writer for Hemmings. While at Hemmings he created their three consumer monthly titles; Hemmings Muscle Machines, Hemmings Classic Car and Hemmings Sports & Exotic Car magazines. Richard was allowed to move on to better things, so watch to see what his next adventure will be!



1931 Ford Model A Convertible Sedan by Murray owned by Mary and Stan Sorrels of La Porte, Indiana



1929 Nash Standard Six model 422 Cabriolet owned by Richard and Michelle Cannon of Boyertown, Pennsylvania



1967 Pontiac GTO Ram Air



1956 De Soto Fireflite owned by Osborne Clark of Greenville, North Carolina



1929 Pierce-Arrow Model 133 Coupe owned by Ross and Beth Myers of Boyertown, Pennsylvania



1934 Packard model 1104 Coupe Roadster owned by Doug and Judy Fernandez of Wethersfield, Connecticut



1910 Oakland 30 Model 24 Runabout owned by Paul and Janice Phillips of Marietta, Georgia



1933 Auburn V-12 Salon owned by Calvin High of Willow Street, Pennsylvania



1971 Oldsmobile 4-4-2 W-30 convertible owned by Clyde and Elayne Cox of Coral Springs, Florida





Here's a 1950 VW model 111 Beetle, 1909 Chase and a 1991 Honda CT70.



Yesterday's AACA Grand National in Gettysburg was a huge success with over 500 cars on display. This is a 1937 Studebaker J-5 pickup truck.



Here we see a BMW Isetta 300, 1938 American Bantam, 1953 Henry J Corsair and a stunning 1940 Nash.



1915 Pierce-Arrow 38C Landau owned by Brian White



1917 Locomobile 48 Custom owned by John McAlpin





1926 Willys Knight 66 owned by Robert Broeze



1930 Chrysler model 70 Deshan owned by Harry Wellens



1936 Packard 120B Convertible Coupe owned by Marlene and John Schiech



1947 Chevrolet Fleetline "woody" sedan owned by Nancy Black



1952 Daimler drophead owned by John Spillman. One of only 6 built by Hooper Coachbuilders



1952 Plymouth Suburban wagon owned by Clark Goodwin



1958 Chevrolet Impala owned by Bernie Tucker



1926 Willis Sante Claire T6 owned by Karl Krouch



A Warm Hello to all of you. Hope all of you are doing good. Here we are with the month of August almost in the history book for 2020. Personally I feel like the Prodigal Son lost in the wilderness not being able to attend our meetings and visit with you. I have stayed in touch with some of you that have been calling checking on my Dad and I do appreciate your prayers and kindness. The one good thing that has come out of this is my Sister and me spending so much time together taking care of Dad and our Mother. I got a new perspective on Family now. This is how I feel toward all of you reminiscing on all of the good times this Club has had and going to have. I'm looking forward to seeing you on Thursday evening for our monthly meeting.

Zeno



The Military Sponsorship Program is available to all of the Military Veterans that have proudly served to protect our homeland and freedoms. With this program, AACA is extending a limited number of complimentary 2020 memberships for first-time AACA applicants. More information on this program and an application can be found on the AACA website under member information and drop down to Military.

These complimentary 2020 memberships are for first-time AACA applicants and are limited by the funds available for this program. These complimentary applications for membership are intended for individuals who have a genuine interest in the antique car hobby.



DSR Officers for 2020

| | |
|-----------------------------------|--------------|
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| Vice President: Darrin Dahlenburg | 251-783-2272 |
| Secretary: Joyce Ladnier | 251-689-2998 |
| Treasurer: Paul Dagenais | 251-610-4533 |
| Editor: Charlotte Dahlenburg | 256-783-2261 |
| Activities: David Ladnier | 251-375-4844 |
| Member-at-Large: David Rooney | 251-510-9383 |

Appointed Chairman

| | |
|--|--------------|
| Historian: Ray Harper | 251-402-1427 |
| Photography: Leslie Sellers | 251-232-9434 |
| Refreshments: Martha Fuller | 251-716-8680 |
| Sponsorship: Susan Bergen | 251-214-2296 |
| Sunshine: Janice Sellers | 251-607-9651 |
| Webmaster: Charlotte Dahlenburg | 256-783-2261 |
| Finance Committee: Paul Dagenais, Tracy Metclaf, Robert Haynes | |

The Sparkplug is published by the Deep South Region (DSR) chapter of the Antique Automobile Club of America organization. *The Sparkplug* is non-profit and published for the information of club members and friends. DSR meetings are held every fourth Thursday of each month at 7:00 p.m. at the clubhouse located at 951 Forest Hill Drive in Mobile, Alabama. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$20.00; AACA National dues are \$40.00. Ownership of an antique vehicle is not a requirement for membership.

Views expressed in *the Sparkplug* are not necessarily those of the Region officers, members or AACA. Permission to copy material is hereby granted provided the source is disclosed and credit given to the author. Some material may be copyrighted and permission to use is granted to this publication only. Contributions to the *Sparkplug* are welcome and encouraged. The Editor reserves the right to edit submissions.

Check out the Deep South Region Website at:
Deepsouth.aaca.com

Also, members should visit our Facebook page.

2018
The
Ann S. Eady
Memorial
Award



What have you been up to?

On July 31, 2020 I was asked to bring a car around 100 years old to the birthday for Mr. James Spires who is 100 years old. I took the 1921 Model T that is 99 years old. Jerry Carl was the speaker. Mr. Spires received 3 books with 150 Birthday cards. - Ray Harper



I have been working on my Dads 1954 Evinrude 3 horsepower motor outboard. He gave to my grandson Tyler Nelson on Mine and Virginia 50th wedding Anniversary. Tyler he is 10 years old, he loved it. He is a very talented kid when it comes to all things mechanical. - Larry Nelson



We were at Coastfest at Beauvoir in Biloxi. Lots of nice cars and a good breeze from the beach. You should have been there. Music and food on site. Had a great day!

- Patricia Couling





Here is a picture of our youngest member Dean the Green Bean. He recently got the chance to be behind the wheel for the first time!
- Sofie Westbrook

I just wanted to give you a report on the July 25, 2020 Rocky Creek Catfish Run. Dan Jacobsen (1939 Ford) and Fred Fambrough (1999 Cadillac) arrived at the Winn-Dixie parking lot on the corner of Schillinger's Rd. and Snow Rd. before 9:30 a.m. They discussed old cars and the fact that Dan's car had won two trophies at the Beauvoir Car Show in Biloxi, MS the previous Saturday. By 10:00 a.m. it was evident that no one else arrived to participate so the majority of the two decided to cancel the event.
- Fred Fambrough



Dick Nitz working on his new garage. Hopefully the rain stays away for awhile See ya Thursday!
- Linda Nitz



We have had several Club Members inquiring about who does the Logos on our club shirts. Joyce Young asks that you call before you come.
Azalea Monograms & Design.
Leroy Stevens Rd, Mobile
251-661-9361

Letter from the Editor

It has been a while since I have been able to get out of the house. Traveling to Gulfport to the CTC Advisory Meeting was a highlight. The event is coming together very nicely and we are optimistic that it will be another great event. Thank you to all the volunteers that will make this event happen.

David and I will fill you in on what to expect.

Please feel free to recruit friends to help with the event. I am looking forward to seeing everybody on Thursday at 6pm for Bring Your Own Dinner before our meeting.

See you on the road,
Charlotte





Minutes from July

No meeting was held in the month of July

Notes from the Webmaster

Our website is our first outreach to the community. It tells other car enthusiast who we are. In order to keep it current and up to date please take the time to help. If you have flyers for upcoming car shows, photos of club activities, or photos of your car(s), please send them to me for posting on the club web page. Please send them in jpg format. - Charlotte

Refreshments

- August 27 Bring your own dinner
- September 24
- October 22 - Janice Sellers & Susan Bergen
- November 19 - 6pm - Thanksgiving Dinner/Election
- December 5 - 4 pm Year End Party

Up Coming Club Events

- Bring your own dinner Aug 27 - 6 pm
- Monthly Meeting Aug 27 - 7 pm

Birthdays & Anniversaries

- | | |
|----------------|--------------------|
| Greg Koch | August 28 |
| Joyce Ladnier | August 29 |
| Ernie Rogers | September 10, 1952 |
| Bobby Sue Koch | September 12 |
| John Bright | September 15 |
| Tina Salter | September 27 |
| Lou Lartigue | September 29 |

- Anniversaries
- | | |
|---------------------------|----------------|
| David & Joyce Ladnier | August 29 |
| John & Pamela Fitzpatrick | September 21 9 |

Note: Your birthday or anniversary not listed? Please let me know the date(s) by email deepsouth.aaca@gmail.com. Spouses as well. Years are not necessary since we are all 29 at heart. Thanks, Charlotte

Thoughts Go Out

Also keep good thoughts for Buddy & Patt Paquet, Foy Bobo and Lycyle Crowdus, Zeno Chaudron Ray and Katherine Harper.

Sunshine Committee

Hi, all! I realized that many of you don't know how to contact me in the event that someone is in need of some sunshine. You can contact me on my cell (251) 607-9651 (please leave a message if I don't answer or send a text), or email me: jsellers@southalabama.edu.

Janice Sellers, Committee Chairperson



Be sure to like the Deep South Region of Antique Automobile Club of America's Facebook page.



Guess what this is? What does this go to? Email your answer to deepsouth.aaca@gmail.com.

Answer for last month: 1966 Dodge Power Wagon STD



Ford Thunderbird field guide: Know your 'Bird nicknames



Reprinted from Hemmings Motor news

Photos from the Hemmings archive.

By Mike Austin

Ford's Thunderbird spans 11 generations and several thematic and mechanical variations. Keeping them straight, though, isn't that hard because the collective Thunderbird enthusiast community has given each one a nickname. Yes, it's part of the general habit we all have of delving into jargon, which acts as a conversational shorthand (which is good) but also makes it harder for newbies to understand what the heck everyone is talking about (which is bad). Thunderbird nicknames, however, are much easier than many other codewords, like the endless alphanumeric of BMW and Mercedes-Benz model generations. If, like me, you're relatively uninformed on the full history of Ford's personal-luxury legend, these appellations give context clues as to what each one generally looks like and what era it hails from. And with that easy entry point, you can then dive deeper into the details. So let's take a quick tour of all 11 Thunderbird names and how they got that way.

Classic Bird (aka Early Bird, Little Bird, Baby Bird): 1955-'57



Why: It's the original recipe. "Classic" and "Early" are kind of self-explanatory, while "Little" and "Baby" refer to the fact that it's the only two-seater in the family tree until the 2002 model.

Need to know: A serendipitous convergence of what Ford executives and stylists were already thinking on plus a response to the 1953 Chevrolet Corvette, the first Thunderbird used plenty of off-the-shelf parts to keep costs down. Buyer's didn't seem to care, as the first-generation T-Bird vastly outsold the early 'Vette.

Price range: Starting around the \$20,000 bracket, with a sweet spot just under \$50,000 according to the current listings in the Hemmings Classifieds. Fresh restorations, restomods, and rare option combinations inflate the asking price of some examples to just under six figures.

Square Bird: 1958-'60



Why: It's boxy but good.

Need to know: Room for five made the 'Bird bigger and less sporty but also a whole lot more appealing to the



general public. Sales of the second generation exploded to around four times the total of the first generation, and increased every year. One 1960 model was also made out of stainless steel by Allegheny Ludlum.

Price range: Under \$20,000 up to \$60,000

Bullet Bird: 1961-'63



Why: It's sleek and streamlined like a projectile.

Need to know: Quoting our own Thunderbird expert, Richard Lentinello, in Hemmings Classic Car "The new 1961 models were within an inch the same size as the squarebirds, but they looked lower, longer and wider, with an exciting-looking body featuring all sorts of jet aircraft styling cues. They simply looked fast even when they were standing still." Also, the landau roof was first available in 1962.

Price range: Plenty of options under \$25,000, with nicer examples and those with rare engines and options listed for \$60,000 and, in some cases, above.

Flair Bird: 1964-'66



Why: A more formal, upright design, but with plenty of chrome it was still styling and profiling.

Need to know: The new sheet metal kept the Thunderbird at the top of the sales chart in the personal luxury segment, and ended up being the last convertible until the 2002 reboot. Disc brakes were added in 1965, and a new egg-crate grille closed out the model run in 1966. Price range: Slightly more of a value play than the

Bullet Bird on the low end, you can find options in the low teens while fresh restorations come with asking prices around \$50,000.

Glamour Bird: 1967-'71



Why: While predating the glam-rock era by a few years, this Thunderbird dropped the sporty façade and went fully into large luxu-boat territory.

Need to know: The aviation-themed dashboard from this generation is pretty cool. There was also a model with rear-hinged rear doors. In 1970, the flush hidden-headlamp grille gave way to a pointed snout. Not loved nearly as much as other Thunderbirds, this generation has a lower survival rate, making them rarer today.

Price range: That rarity is reflected in the few for sale in the Hemmings Classifieds as of this writing, with prices from \$10,000-\$20,000 that are in line with recent auction results.

Big Bird: 1972-'76



Why: It's the biggest and heaviest Thunderbird, but does not, as far we can tell, live on Sesame Street.

Need to know: It's more than 18 feet long, over 2 feet longer than a current Ford Explorer. The Big Bird shared its body and underpinnings with the Continental Mark IV. Restyled just a year after its debut, in part to meet the new bumper standards, by 1975 the emissions-hobbled T-Bird was still cushy, but, down to 218 hp, also incredibly slow.

Price range: Another rare bird in the Hemmings Classifieds, \$10,000 and below seems to be the going rate for most examples.



Torino Bird: 1977-'79



Why: No longer a sibling to the Continental, this Thunderbird was based on the Ford Torino.

Need to know: Shorter in wheelbase but not appreciably smaller than its predecessor, the move to a midsize platform (and a price cut) resulted in record sales. Ford moved more than 300,000 copies in the first two model years, and nearly that many for the third.

Price range: You can get all the Torino Bird you want for \$15,000 or less, although you don't see many for sale.

Box Bird: 1980-'82



Why: Square and slabby, like a hexahedron.

Need to know: It's the first Thunderbird on the Fox platform, and the downsizing to an intermediate form meant room for four instead of the previous six. Sales dropped nearly in half in 1980, dwindling to just over 45,000 in 1982.

Price range: This and the previous generation are the nadir of the Thunderbird line, with availability and pricing that reflect a lack of collector interest. As before, they seem to go for under \$15,000.

Aero Bird: 1983-'88



Why: An aerodynamic shape that caused a stir in the showroom and put Ford back into relevance on the NASCAR track.

Need to know: The top of the line model was not the Windsor V-8 but the

Turbo Coupe, with its turbocharged 2.3-liter four-cylinder.

In 1987 the aero look went a step further with flush headlamps and an output increase to 190 hp to match the style. Sales rebounded in this generation, averaging nearly 150,000 a year across the total run.

Price range: When you can find one, they seem to go for \$10,000 or more. Given the increasing popularity of cars from the 1980s, we'd expect to see more examples and climbing prices in the future.

Super Bird: 1989-'97



Why: Adapted from the supercharged Thunderbird Super Coupe (or SC) model available in this generation.

Need to know: Evolving the aerodynamic look of the Aero Bird, the Super Bird was a legit grand touring machine in SC trim, with a loads of torque from the supercharged 3.8-liter V-6 and other goodies like electronic-adjustable shocks. That engine was highly tuneable as well. The Windsor V-8 came in 1991, followed up with the modular V-8, although both were only available with an automatic transmission.

Price range: Generally under \$15,000, although in short supply.

Retro Bird: 2002-'05



Why: Ford was getting in on the retro trend when it brought the T-Bird back on a platform shared with the Lincoln LS and Jaguar S-Type.

Need to know: After a strong first year, sales declined every year. There's plenty of blame to go around--a two-year wait from the concept to production and a sedate driving experience are two popular reasons. Or, maybe it was that, like the 1955 model that inspired the design, the two-seat layout had limited appeal to buyers. Today, however, the Retro Bird is gaining a following as a modern, comfortable cruiser.

Price range: Many of these were taken care of since new, so there's ample supply of good examples.



The Chevrolet Bowtie

By Bob Parrish
VP - National Awards

Most of us remember “See the USA in your Chevrolet”, the advertising tune sung by the beloved Dinah Shore to promote the Chevy brand in the 1950s. Did you realize the logo made some minor changes around that same time?

The Chevy bowtie logo, as it is commonly referred to among hobbyists, is one of the longest, continuous American business logos still in existence, with perhaps Coca Cola being older. The logo first appeared around 1911 and continued the name framed in a bowtie looking configuration with two horizontal bars in the center. On pre-war Chevrolets the logo could be found everywhere, on the engine block, water pump, cylinder

heads, exhaust manifolds, as well on the body, taillight lens, hub caps, not to mention floor mats, dash and accessories. “The Good Old Days”.

No one really noticed that the previously mentioned horizontal bars dropped off the logo around 1958/1959, only to appear again in 2018, commemorating the 100th Anniversary of the Chevrolet truck and only then for a couple of months on the limited edition Silverado.

No big deal, but when purchasing undated Chevrolet materials you will find this change will date the material and help you determine the age.



Rummage Box articles courtesy of AACA Rummage Box

REWIND

Mental health Association in Southwest Alabama’s 5th Annual Fund Raiser

DSR has been invited again to participate in this event held at St. Dominic’s Catholic Church on Burma Road. It is scheduled for September 16 and if you missed it last year, don’t let it happen this time. Members who displayed their cars were treated to complimentary tickets, which entitles you to food and drink, along with participation in the games and silent auction. There will be more information on this at the August 24 meeting.

The Chaplain’s Corner

Loving is...childlike, reaching up for God’s hand for guidance in this sin troubled land.

Loving is...trusting God will always forgive.

Loving is...believing that God’s way is the best, and that in heaven His good children are blessed.

And loving is...helping, doing a good deed for friend or foe who is in need.

By Mary Gernma Brunke, S.L. Work Progresses on Clubhouse

The siding for the clubhouse has been ordered and the framing around the window should be done by the August 24 meeting. Once this is finished, we will have Phase II completed. Hopefully, the air conditioner will be working better than it was at the last meeting, but we had a record number of members present, which really put a load on it so let’s just grin and bear it a little longer.

October Road Rally

Bob Gechjian is working on plans for the outing which will be either the first or second weekend. The departure point has not been set, but we will end up at the Gechjian’s house on Dauphin Island for a cookout. This will be a timed event with printed instructions and landmarks to keep you from getting lost. More information will be provided at the September meeting.

It’s HOT out there Folks!

WHAT DEEP SOUTH REGION WAS DOING 25 YEARS AGO from the August 1995 Sparkplug

Do not wait until you get symptoms before thinking about replenishing your fluids. Most of us never acclimate to working in this hot weather because we live in air conditioning, so we sweat more and get dehydrated sooner than those who work outside. By the time you get thirsty or weak/jittery, you could be minutes from severe cramps, fainting and heat stroke. How much is enough! You should drink enough water (for those of us who are out in the heat only once in a while and not running a marathon, the only fluid you should be drinking is pure water, not the sports drink stuff) so that you have to urinate every 2-3 hours. You may need to drink a GALLON or more an hour, but the quantity you need to put in depends on too many factors, so just pay attention to what comes out! Acute dehydration lowers your performance and increases your risk of injury and illness. By Dr. Vern Harpole in the TCACC Advantage)

AACA Library: Packing Up a Library – Phase 1

By Matthew Hocker, Assistant Librarian, mhocker@aacaa.org

Each passing day brings the AACA Library ever closer to our big move. October feels so far away, although it is right around the bend! It wasn't until June that moving became truly tangible; shifting AACA office staff to the library side of the building was a monumental preview of things to come! Throughout July, the library has been busy gearing up for moving day with some preliminary packing.



Our first major project was hitting the shelves, boxing up our massive collection of books. Legions of outward-facing spines have given way to over 300 bankers boxes, complete with lids lovingly sealed with

packing tape. While this means they are not available for research at this time, this task has given us peace-of-mind in knowing we won't be scrambling at the last second to get them packed away.

We have also been working on fine-tuning the collections of the Vintage Chevrolet Club of America (VCCA) and Hudson-Essex-Terraplane Historical Society (HETHS). In the case of the HETHS collection, we transferred material from filing cabinets to archival boxes. We did the same for VCCA's Robert J. Hensel collection. The Hensel collection is a comprehensive collection of Chevrolet car and truck literature, with contents ranging from the company's beginnings through the 2000s. They look much "happier" having been moved from plastic crates to more uniform, professional-looking boxes!

More to come -- stay tuned for our next update in Speedster!

Interested in doing research with the AACA Library?

More information is available on our website. You can also visit the AACA Library or contact our library director, Chris Ritter, at critter@aacaa.org or 717-534-2082.

Advertisements courtesy of www.vintageadbrowse

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deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America

August 2020



Please double
check to see if
a show is still
happening!

Local Car Shows

Please double
check to see if
a show is still
happening!

August

- 21-23** Sparks in the Park Car, Truck & Bike Show, Mullet Festival Grounds, Niceville, FL., 12-4pm More info & registration at sparksintheparkshow.com/registration
- 29** Bay City Auto Show \$20 entry, Food & Drinks 611 McMeans Ave, Bay Minette Info at 251-580-2541

September

- 4-6** Battle in Bama Hot Rod, Truck and Bike Show USS ALABAMA Battleship Memorial Park 2703 Battleship Pkwy, Mobile, Alabama 36602
- 4-6** C-10 of the South Show USS ALABAMA Battleship Memorial Park 2703 Battleship Pkwy, Mobile, Alabama 36602
- 5** The C.A.R. Shop Cruisers 9 am – 2pm: 9-10am to hang out a bit, then at 10:am we leave and head out on a cruise together as a group and enjoy lunch and fellowship together. 7745 Tara Drive in Semmes, AL off Schillingers Road 1/2 Mile North of Howells Ferry Road.
- 5** 3rd Annual OWA Labor Day Car Show. Downtown OWA, Foley, AL. 8am – 4pm.
- 11** 2nd Friday Breakfast Cruise-in & Swap Meet, Lucedale, MS Hardees, corner of Old Hwy 63 & Cowart Street 8:30am till? Contact Mike 228-369-1431
- 12** Thunder on Main Street, St. Jude Car, Truck & Motorcycle Show, Lucedale, MS., 5-8pm.
- 19** 2nd Annual Camp Grace Yellow Day & Car Show. 11081 Wanda Drive Mobile, 10am-2pm

Canceled 19 15th Annual Show by the Shore Car Show, Pascagoula, MS. Beach Park, 600 City Park St. Early Reg. \$20 Day of show \$25. Top 25 and much more

24-26 Bama Coast Cruisin, The Wharf, Orange Beach, AL. More info & registration at bamacoastcruisin.com/

Canceled 26 After Hours Car & Bike Show, Hank Aaron Stadium, Mobile, AL., 4pm – 11pm.

- 26** After Dark Roast 29000 Bass Pro Dr, Spanish Fort, AL 6-8pm
- 26** Fall Panhandle Cruise. Starting from Panama City, FL ad traveling the coastal Hwy. Route to Perry FL. Info at Mike@mikesamericanmusclescars.com

October

- 3** Mobile Chocolate Festival at the Grounds 1035 Cody Road, North, Mobile, 10am-3pm
- 4-11** 24th Annual Cruisin' The Coast, Mississippi Gulf Coast. Join

us on the Mississippi Gulf for the 24th Annual Cruisin' The Coast featuring all your favorite activities like cruise-ins, headline bands & oldies entertainment, a swap meet, the CTC/ Auto Auction and much more!

- 8** Mopar Day in Da Bay 1928 Depot Way, Bay St Louis, MS 10am-8:30pm part of Cruisin the Coast
- 9** 2nd Friday Breakfast Cruise-in & Swap Meet, Lucedale, MS Hardees, corner of Old Hwy 63 & Cowart Street 8:30am till? Contact Mike 228-369-1431
- 17** Dauphin Island Sunset Cruise Car Show, Green Park, Dauphin Island, AL., 9am–2pm.
- 17** 9th Annual Car & Bike Show, Foley Assembly Teen Challenge Car & Bike Show, Foley Assembly of God, 8am-2pm. Info 251-232-5856
- 24** 11th Annual "Shirley Looney Memorial" Car Show will be held at Dauphin Way Baptist Church in Mobile, AL – RAIN OR SHINE! Registration 8-11am. Early Entry \$20, \$25 day of show. Info at 251-445-4163 or email carshow@dwbc.org
- 24** British Car Festival, Fairhope Untied Methodist Church, Fairhope 9am-4pm. Info at sabcc.org/bcf2020.
- 24** Lillian United Methodist Church Car Show, Lillian UMC, Lillian, AL., 8am-4pm.
- 24** Slammed Bayou, 13247 Seaway Rd, Gulfport MS Info at facebook Lameafbrand
- 31** AAECM Fall Show at Shade Tree Airport, Gulfport, MS

November

- 7** 5th Annual Car Show for Charity Pensacola North Rotary, East Gate Plaza, Pensacola, FL., 8am–1pm.
- 7** American Legion Post 99 2nd Annual Open Car Show 8am-2pm Foley AL
- 11-14** Emerald Coast Cruizin Fall 2020 panama City Beach FL
- 13** 2nd Friday Breakfast Cruise-in & Swap Meet, Lucedale, MS Hardees, corner of Old Hwy 63 & Cowart Street 8:30am till? Contact Mike 228-369-1431
- 14** Shriners Car Show
- 14** Healing Paws for Warriors Car Show, Uptown Staion, 99 Eglin PkwyNE, Fort Walton Beach 8am-2pm
- 14** Mobile Bay Cars and Coffee at the Fort, Dr, Spanish Fort, AL 8-10am
- 21** Christmas Toy Show – Catholic Church – Lemoyne Blvd, D'Iberville, MS \$20 reg fee or Unwrapped Toys and food.



Application for New Membership

Deep South Region AACA Mobile, Al

Ownership of a vehicle is not required for membership

National AACA Membership Number _____
(You must be a member of AACA to join Deep South Region)

New Member Information (Please Print)

Name: _____

Spouse: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Total Enclosed: _____

Applicant's Signature: _____

Date _____ Husband Birthday _____ Wife Birthday _____

Anniversary _____

MEMBERSHIP OPTIONS

Annual Membership (Includes Spouse/Partner) _____ \$20.00
DSR voting privileges, exhibiting your cars in national meets, enjoying tours hosted by Region Chapters all across the United States, and competition for national annual awards and prizes, and the bi-monthly Antique Automobile Magazine. As a DSR member, other perks include the opportunity to learn more about your antique or classic car(s) from other members; hear interesting guest speakers at special programs; find parts and dealers; socialize with other owners; complimentary subscription to our DSR newsletter The Sparkplug, and the opportunity to feature your vehicle(s) on our Club's website.

Student Membership (Ages 13-25 for students only) _____ \$12.00
Enjoys same privileges as annual membership. Must provide student ID

After you have joined AACA, complete the following information and bring it to one of our meetings, or you may mail it with a check for DSR annual dues to our Club Treasurer: Paul Dagenais, 58 South Julia Street, Mobile, Alabama 36604.

Antique Automobile Club of America

America's Premier Resource for the Collectible Vehicle Community Ownership of an antique vehicle is not required for membership
 Antique Automobile Club of America • 501 W. Governor Road, Hershey, PA 17033 • Phone (717) 534-1910 • www.aaca.org

New Member Information (Please Print)

| | | | | | | |
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Dynaflow, Turboglide, Roto Hydra-Matic, and Other Early GM Automatics

ROTO HYDRA-MATIC

Reprinted from *AteUpWithMotor.com*
written by Aaron Severson

Since Oldsmobile's Y-body compact, the F-85/Cutlass, shared the same basic V8 engine block as the Special (albeit with different cylinder heads and air cleaner), the same three-speed manual transmission, and even the same driveshaft, it would have made sense for the two cars to also share the same automatic transmission. Instead, Oldsmobile opted for a scaled-down version of Detroit Transmission Division's latest, third-generation Hydra-Matic.

For the sake of clarity, we'll describe the third-generation Hydra-Matic as "Roto Hydra-Matic," which is what Pontiac called the transmission in 1963 and 1964; most users simply called it "Hydra-Matic." (Confusingly, Oldsmobile used the trade name "Roto-Matic" for power steering!) There were actually two different versions of the new transmission: The standard Model 375 (aka Type 61-10) unit was used in full-size Oldsmobiles and some full-size Pontiacs. The light-duty Model 240 (aka Type 61-05) was optional on the Y-body Oldsmobile F-85/Cutlass and on GM's senior Australian, German, and English cars: the EK (and later EJ) Holden Special, the Opel Kapitän L, and Vauxhall Cresta. The Model 375 was around 25 lb (11 kg) heavier than the smaller version, had greater torque capacity, and used fractionally taller (lower numerical) indirect ratios, but the two units functioned identically.

While Pontiac retained the earlier dual-coupling four-speed Hydra-Matic (now dubbed "Super Hydra-Matic") for the division's biggest cars, Oldsmobile switched entirely to the new three-speed units for 1961. Hydra-Matic was nominally optional on Oldsmobile Super 88s like this two-

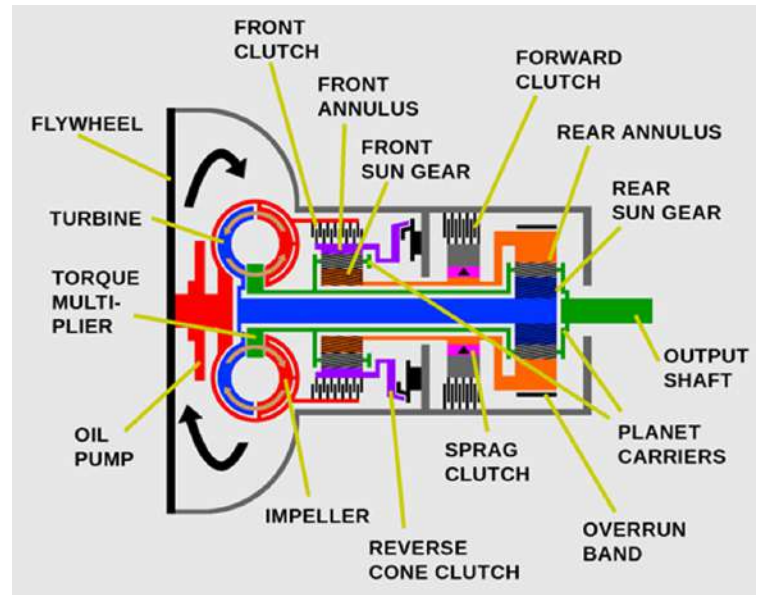


1961 Oldsmobile Super 88 hardtop front 3q © 2008 Aaron Severson

door Holiday coupe, but very, very few contemporary Oldsmobiles were built with manual gearboxes.

Judging by the relevant patent disclosures (U.S. Patents 3,141,354 and 3,132,535), Roto Hydra-Matic was developed by some of the same engineers responsible for the four-speed Controlled Coupling Hydra-Matic, including Walter Herndon (with Howard E. Olsen) and August Borman, Jr. (with Charles W. Cline and Carl E. Shellman). The production transmission is typically credited to Detroit Transmission's assistant chief engineer, Jack W. Qualman, and his boss, Jack R. Doidge. In any case, the new transmission's conceptual relationship to earlier Hydra-Matics remained evident, although it borrowed a few concepts from the triple-turbine transmissions as well.

Compared to its immediate predecessor, Roto Hydra-Matic was lighter, more compact, and mechanically simpler. There were now only three forward speeds rather than four; two planetary gearsets rather than the previous three; and a single three-element torque converter rather than two fluid couplings. The front overrun clutch and sprag brake were deleted, as was the rear oil pump. The previous neutral clutch was retained, as were the rear overrun band and the reverse cone clutch, although the latter was now part of the



The diagram above illustrates the major mechanical components of the three-speed Roto Hydra-Matic. The torque converter of this transmission was based on the smaller second coupling of the four-speed Controlled Coupling Hydra-Matic and could be emptied and filled in the same manner. The converter was empty in second gear (whether in Drive or Super/D-Right) and full in all other gears, including neutral and reverse. This diagram again is not to scale (proportionally, the converter is even smaller than this) and has been simplified in the increasingly vain hope of visual coherence. Note that the oil pump is mounted inside the torus housing, driven directly off the engine flywheel

front gearset. There was also a new multi-disc front clutch, located between the front unit annulus and the torus cover.

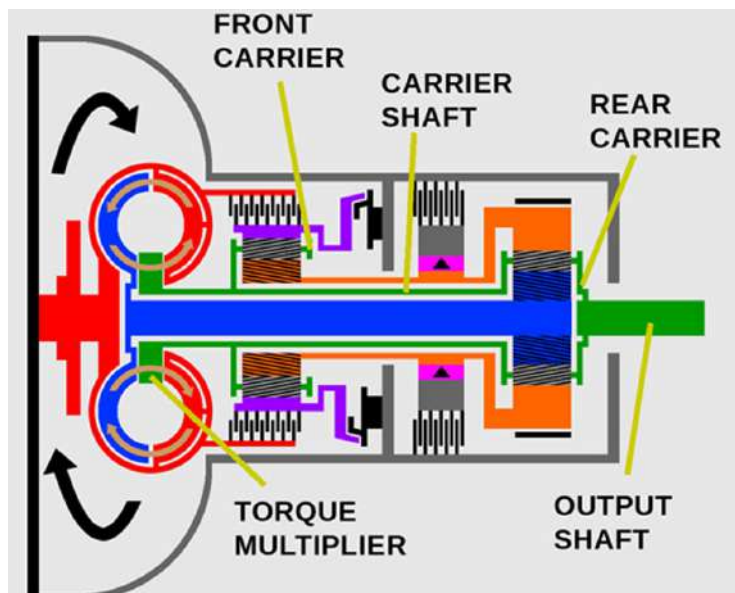
Roto Hydra-Matic's two planetary gearsets were interconnected by three concentric shafts. The main shaft, innermost of the three, connected the torque converter turbine to the rear gearset sun gear. Around the main shaft was the carrier shaft, which connected the planet carriers of both gearsets to the torque converter's reaction member and the transmission output shaft. Surrounding the main shaft was a hollow sleeve shaft that linked the reaction members of the two gearsets — the front sun gear and rear annulus — to a single centrally mounted sprag clutch that would hold both elements stationary in first and second gears. The overrun band, which surrounded the the rear annulus, could be engaged to do the same thing.

Interconnecting the two gearsets in this manner meant that their ratios couldn't be compounded as in earlier Hydra-Matics, which is why Roto Hydra-Matic had only two indirect ratios rather than three. (In fact, the interconnection of the planet carriers meant that putting one gearset in reduction effectively put the other in overdrive, although the overdriven member simply spun idly.) Power flowed through the rear gearset in first and the front gearset in second.

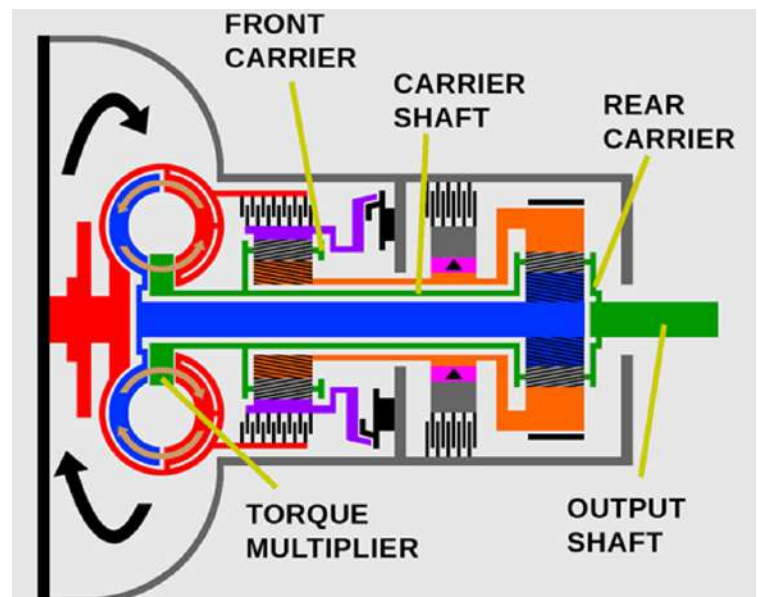
Even more unusual was the torque converter. Derived from the Controlled Coupling Hydra-Matic's smaller second

coupling, it was similar in size — diameter was only 8 inches (203 mm) — and retained the earlier coupling's dump-and-fill capacity and straight impeller and turbine blades. Nestled within a cutout section of those blades around the converter hub was the converter's third element: a 22-vane torque multiplier that Oldsmobile marketing pithily dubbed the "Accel-A-Rotor." The Accel-A-Rotor was not a stator in the customary sense; since it was rigidly affixed to the carrier shaft, it always rotated at the same speed as the driveshaft and could turn in either direction.

To avoid impairing converter efficiency at cruising speeds, the torque multiplier provided a nominal stall ratio of only 1.30:1. In practice, torque multiplication was both more and less than that modest figure. As explained on page 2, during torque multiplication, oil leaving the turbine exerts reaction torque on the stator. Unlike a conventional stator,



Another diagram of the three-speed Roto Hydra-Matic, highlighting the way the torque multiplier (green) is rigidly attached to both planet carriers, which in turn are attached to the output shaft. This layout provided a slight improvement in torque multiplication in reverse, but greatly limited the torque converter's ability to provide useful torque multiplication in any forward gear. In September 1963, Jack Qualman applied for a patent (issued as U.S. Patent No. 3,270,584) on a revised layout that would have given the torque multiplier a conventional one-way clutch while divorcing it from the carrier shaft, but that solution was never implemented in production.



Another diagram of the three-speed Roto Hydra-Matic, highlighting the way the torque multiplier (green) is rigidly attached to both planet carriers, which in turn are attached to the output shaft. This layout provided a slight improvement in torque multiplication in reverse, but greatly limited the torque converter's ability to provide useful torque multiplication in any forward gear. In September 1963, Jack Qualman applied for a patent (issued as U.S. Patent No. 3,270,584) on a revised layout that would have given the torque multiplier a conventional one-way clutch while divorcing it from the carrier shaft, but that solution was never implemented in production.

Roto Hydra-Matic's torque multiplier applied that reaction torque directly to the carrier shaft and would actually turn backward if the car was moving in reverse. In principle, that allowed the torque multiplier to function as an auxiliary turbine, although the practical effect was just a small amount of extra leverage in reverse that increased the effective stall ratio to 1.42:1 in that gear. In first, however, the reaction torque on the Accel-A-Rotor resisted the carrier shaft's forward rotation, reducing the converter's effective

stall ratio to a meager 1.20:1.

Unlike earlier Hydra-Matics, the impeller of Roto Hydra-Matic's torque converter was driven by the torus cover in more or less conventional fashion and therefore always rotated at engine speed. The converter housing was always full in Park, neutral, first gear, and reverse, enabling the engine to idle without stalling and providing extra torque multiplication when starting. When idling in any forward drive range, the neutral clutch was engaged and the front clutch was disengaged, so Roto Hydra-Matic would always start in first. If the selector was in Low or S/D-Right, the overrun band would also engage to keep the reaction members locked when coasting; the band wasn't used at all in normal D/D-Left range.

For the 1-2 shift, the torque converter's oil supply was rapidly emptied; all three elements continued to rotate, but with no working fluid to move, they had no effect. As the converter drained, the front clutch engaged, allowing the torus cover to simultaneously drive the impeller and the annulus of the front gearset. (With the selector in Low, the transmission could not shift into second.) In a panic stop, cut-off valves in the hydraulic control system would quickly refill the converter and disengage the front clutch so the engine wouldn't stall when the car came to a halt.

For the 2-3 shift, the torque converter was refilled, reestablishing the hydraulic connection between the turbine and the rear sun gear, but this time the front clutch remained engaged. That unlocked the sprag clutch and allowed both gearsets to turn together in direct drive (or near enough). (In

S/D-Right range, the shift to third would also automatically release the overrun band.) In third, torque was split three ways: through the front clutch to the front annulus; through the converter turbine to the rear sun gear; and through the torque multiplier to the carrier shaft.

Discounting the unusual behavior of the torque multiplier, reverse functioned much the same way as in earlier Hydra-Matics. Moving the selector to Reverse disengaged both the front clutch and the neutral clutch while engaging the reverse cone clutch to lock the front annulus. The torque converter drove the rear sun gear, just as in first, but with the neutral clutch now released (disabling the sprag clutch), the rear sun gear drove the rear annulus — and with it the front sun gear — backward. The stationary front annulus served as a reaction member, causing the driven planet carrier — and thus the carrier shaft and driveshaft — to rotate backward in reduction.

The following table summarizes the shift sequence for both versions of Roto Hydra-Matic. (Again, "REL" = "RELEASED" and "ENG" = "ENGAGED"; you can probably guess that "Torque Conv." = "Torque Converter.")

Like its predecessors, Roto Hydra-Matic placed Reverse at the far end of the shift pattern, adjacent to Low, and allowed the car to be "rocked" by moving the selector back and forth between Low and Reverse. A reverse blocker (theoretically) prevented the transmission from going into reverse if the car was moving faster than a crawl. However, as with Dual-Path Turbine Drive, there was no longer any provision for push-starting. The single oil pump was now driven directly off the

1961-1964 Roto Hydra-Matic Gearing Sequence

| Gear | Front Planetary | | | Neutral Clutch | Rear Planetary | | Overall Ratio* | |
|---------|-----------------|--------|----------------|----------------|----------------|--------------|----------------|--------|
| | Torque Conv. | Clutch | Reverse Clutch | | Sprag | Overrun Band | | |
| Neutral | FULL | REL | REL | REL | FREE | OFF | — | — |
| 1st | FULL | REL | REL | ENG | LOCK | ON† | 3.03‡ | 2.97‡ |
| 2nd | EMPTY | ENG | REL | ENG | LOCK | ON† | 1.58 | 1.56 |
| 3rd | FULL | ENG | REL | ENG | FREE | OFF | 1.00 | 1.00 |
| Reverse | FULL | REL | ENG | REL | FREE | OFF | -2.52‡ | -2.49‡ |

* Left column is Holden, Opel, Vauxhall, and Y-body Oldsmobile; right column is full-size Oldsmobile and Pontiac.

† In Low and S/D-RIGHT ranges only; always off in Drive/D-LEFT.

‡ Plus torque multiplier effect at stall.

Yet another diagram of the three-speed Roto Hydra-Matic. As in the earlier Controlled Coupling Hydra-Matic, Roto Hydra-Matic's neutral clutch, located between the two planetary gearsets, served to anchor the outer race of a one-way sprag clutch to the transmission case. However, in the three-speed Hydra-Matic, the front sun gear and rear annulus (orange) were permanently interconnected, allowing both gearsets to share a single sprag clutch and a single overrun brake. (Author diagram)

1961-1964 Roto Hydra-Matic Gear Ratios

| Gear | Full-Size Oldsmobile/Pontiac | | Holden/Opel/Vauxhall and Y-Body Oldsmobile | |
|---------|------------------------------|-----------|--|-----------|
| | Ratio | At Stall* | Ratio | At Stall* |
| 1st | 2.97 | 3.56 | 3.03 | 3.64 |
| 2nd | 1.56 | N/A | 1.58 | N/A |
| 3rd | 1.00 | N/A | 1.00 | N/A |
| Reverse | -2.49 | -3.53 | -2.52 | -3.57 |

* The torque multiplier was effective only in 1st and Reverse and only when starting from rest.

engine flywheel, so neither could be driven by the propeller shaft with the engine off.

Roto Hydra-Matic was even smoother than the four-speed Controlled Coupling Hydra-Matic, but a certain amount of performance was sacrificed in the process. In fact, some contemporary reviewers judged the three-speed Hydra-Matic in the Oldsmobile F-85 inferior to the two-speed Dual-Path Turbine Drive used in the Buick Special or even Powerglide in both performance and shift quality. Part of the problem was that Roto Hydra-Matic's shifts were now quite





Oldsmobile adopted the three-speed Hydra-Matic for both the compact F-85 and for 1961-1964 Eighty-Eight and Ninety-Eight models, like this 1961 Dynamic Eighty-Eight. Pontiac used Roto Hydra-Matic for the Catalina, Ventura, and Grand Prix, but for some reason opted to retain the dual-coupling four-speed automatic (now called Super Hydra-Matic) for the big Star Chief and Bonneville through 1964. Cadillac never used Roto Hydra-Matic, staying with the four-speed Hydra-Matic until switching to Turbo Hydra-Matic in 1964-1965.

slow. The adoption for 1962 of a new hydraulic pressure control system allowed shift speed and firmness to vary with engine torque, which helped some, but the assertive shift quality that was once a Hydra-Matic hallmark was now long gone.

A bigger issue, so far as performance was concerned, was that the three-speed transmission's ratios (listed in the table below) were far from ideal. Despite the torque multiplier and a rather short first gear, starting ratios were still taller than the four-speed unit's. That wouldn't have been so bad, but Roto Hydra-Matic's second and third gears were closer to third and fourth in the dual-coupling Hydra-Matic, leaving a big gap between first and second that the torque multiplier (which was ineffective once the car was in motion) could not plug. The annoyance of the ratio gap was compounded by the hydraulic control system's frustrating tendency to vacillate between second and third.

Another unhappy peculiarity was a penchant for oil leaks. We don't know all the factors that may have contributed to that problem, although we wonder if it was partly related to Roto Hydra-Matic's operating pressures, which were generally higher than with its four-speed predecessor and may have tested the integrity of the seals. Particularly noteworthy is the fact that converter charging pressure was quadrupled (to 180 psi/12.41 bars) to make up for the torque capacity sacrificed to the torque converter's diminutive size. We assume the rationale for the small diameter was, as before, to facilitate rapid drainage and refilling. The dilemma, of course, was that the dump-and-fill coupling in

1961-1964 Roto Hydra-Matic Gear Ratios

| Gear | Full-Size Oldsmobile/Pontiac | | Holden/Opel/Vauxhall and Y-Body Oldsmobile | |
|---------|------------------------------|-----------|--|-----------|
| | Ratio | At Stall* | Ratio | At Stall* |
| 1st | 2.97 | 3.56 | 3.03 | 3.64 |
| 2nd | 1.56 | N/A | 1.58 | N/A |
| 3rd | 1.00 | N/A | 1.00 | N/A |
| Reverse | -2.49 | -3.53 | -2.52 | -3.57 |

* The torque multiplier was effective only in 1st and Reverse and only when starting from rest.

the earlier Controlled Coupling Hydra-Matic never had to bear more than 40% of input torque; Roto Hydra-Matic's torque converter had to bear the full engine output in first gear.

The good news was that the new layout, along with a switch from cast iron to aluminum for the transmission case, made Roto Hydra-Matic — soon nicknamed "Slim Jim" — more compact and some 75 to 95 lb (34 to 43 kg) lighter than the dual-coupling Hydra-Matic (which remained in production for Cadillac and some Pontiacs). It was also cheaper to build, if not to buy.

(To the latter point, we should note that while the list prices of automatic transmissions had crept steadily upward since the forties, that inflation had been at a somewhat slower rate than the inflation in new car prices. Thus, while automatic transmissions weren't getting any cheaper, the price of the option as a percentage of the cost of a new car had actually decreased.)

THE END OF THE LINE

By the mid-sixties, the autonomy GM had long allowed its individual automotive divisions was beginning to give way to a new emphasis on inter-divisional commonality. We don't know if the Y-body compacts represented some kind of breaking point in that regard, but we wouldn't be surprised. Their development and manufacturing costs had been high — higher, we have little doubt, than most of GM's contemporary full-size cars, and largely concentrated in areas that the average buyer wouldn't even notice — and sales had been disappointing, which was a recipe for lackluster profits.

During this period, GM began a belated move toward standardized transmissions. Having multiple automatic transmissions probably seemed reasonable when Buick was selling more cars than Plymouth and half the industry used Hydra-Matic, but the market downturn and various missteps of the late fifties and early sixties made the proliferation of sui generis transmissions seem like economic folly. The three-year production total for Dual-Path Turbine Drive, for example, was well short of the average annual volume of the early-fifties Hydra-Matic. Numbers like that made it harder to justify the R&D and tooling costs of multiple transmission

designs.

GM initially opted for a two-pronged approach: a new two-speed automatic for Buick, Oldsmobile, and Pontiac A-body intermediates, which replaced the Y-body compacts for 1964, and a new three-speed transmission to replace the Roto Hydra-Matic and Controlled Coupling Hydra-Matic in bigger cars. Chevrolet, whose annual production generally exceeded the combined totals of the other four automotive divisions, continued to build and use its own two-speed Powerglide.

The new transmissions were developed by engineers from the corporate transmission group and Detroit Transmission Division, which was formally renamed Hydra-Matic Division on October 1, 1963. The two-speed, which Buick called Super Turbine 300 (ST-300) and Oldsmobile called Jetaway, was mechanically very similar to the aluminum-case Powerglide, using a Ravigneaux gearset to provide indirect ratios of +/-1.765:1. The three-speed unit was the Turbo Hydra-Matic 400 (TH-400), which Buick called Super Turbine 400 (ST-400), an all-new design using a licensed version of Howard W. Simpson's patented "Simpson gearset": two planetary gearsets sharing a single common sun gear. Both transmissions had three-element torque converters and used a new type of vacuum modulation.

Some sources — including contemporary Buick publicity and marketing material — suggest a lineal connection between these transmissions and the earlier Dynaflo/Turbine Drive, Dual-Path, and Hydra-Matic units they replaced, which was really only true in certain broad or incidental ways. Gone for good were the multiple turbines, dump-and-fill couplings, and split torque clutches (although Turbo Hydra-Matic would eventually add a lockup torque converter clutch in the pursuit of better fuel economy). The one exception was that some 1964–1967 ST-300/Jetaway and 1965–1967 ST-400/TH-400 transmissions used a two-position variable-pitch stator, similar in principle to the one Dynaflo had first adopted back in 1955. However, the pitch angles were different and the stator servo control valve was now operated by a solenoid triggered by the kickdown switch. Pontiac and Chevrolet never used the "switch-pitch" stator, nor did Series Seventy-Five Cadillacs; other users deleted the feature after the 1967 model year.

The new two-speed automatic was first offered on the 1964 A-body Buick Special/Skylark, Oldsmobile F-85/Cutlass, and Pontiac Tempest/Le Mans/GTO and the B-body Buick LeSabre and Oldsmobile Jetstar 88. At the same time, Turbo Hydra-Matic replaced Turbine Drive on full-size Buicks (including the Riviera) and superseded the four-speed Hydra-Matic on the Cadillac DeVille, Sixty Special, and Eldorado. All remaining U.S. users of both earlier Hydra-Matics switched to TH400 for the 1965 model year. In mid-1965, Chevrolet also began offering Turbo Hydra-Matic as an option for full-

size cars equipped with the new 396 cu. in. (6,488 cc) "Turbo Jet" engine. Turbo Hydra-Matic became available on certain A-body intermediates for 1967 and on the Corvette for 1968.

By the late sixties, two-speed automatics were becoming increasingly anachronistic, so the ST-300/Jetaway was relatively short-lived. Starting in 1969, both ST-300/Jetaway and Powerglide were phased out in favor of scaled-down, medium- and later light-duty versions of Turbo Hydra-Matic. Two-speed automatics had disappeared from all of GM's North American cars by the 1974 model year.

The mechanics and further development of Turbo Hydra-Matic (sometimes styled "Turbo Hydra-matic" or "Turbo Hydramatic") are beyond the scope of this article, but suffice to say it was a very successful and generally well-regarded line. Like the old four-speed Hydra-Matic, the TH400 was also used by a variety of outside automakers, including Rolls-Royce, Bentley, Jaguar, and even Ferrari.

In 1983, GM chairman Roger Smith ordered the consolidation of all the corporation's transmission plants under the control of Hydra-Matic Division, eliminating the last vestiges of the old divisional rivalry. In the early nineties, GM created GM Powertrain by combining Hydra-Matic Division with GM Engine and later the Central Foundry Division and the Advanced Engineering Staff, the heirs of the group that originally developed Hydra-Matic and Dynaflo.

Since 2010, the GM Powertrain group has been part of the larger Global Products Operations organization, although the Hydra-Matic trade name is still in use — and of course remains a registered trademark of General Motors. Modern Hydra-Matic transmissions, however, bear only a faint resemblance to their pioneering and sometimes peculiar forebears.



The 1963 Buick Riviera used Buick's older twin-turbine transmission — now called simply Turbine Drive — but the 1964 model was one of the first users of the new Turbo Hydra-Matic three-speed transmission, which Buick called Super Turbine 400.

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