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*If your membership expired in 2016*, that expiration is effective as of the end of March. You should have received a renewal notice in the mail or e-mail in January. You can return that form or visit <http://ww.us.mensa.org> to renew.

## Welcome New Members!

Mark Daniel Putrino, Stamford

Riley Slusarz, Danbury

## SCM Chapter Events – April 2016

**Tuesday, April 5, 6:00 pm**

### Post Road Dining and Discussion

*Barnes & Noble Cafe, Post Plaza Shopping Center, 1076 Post Road East, Westport, CT*

Topic: *How Should Reading Be Taught?* Contact **Jim Mizera** at [jmizera@hotmail.com](mailto:jmizera@hotmail.com) or text or call (203) 522-1959.

**Thursday, April 7, 7:00 pm**

### Southern Connecticut and Connecticut/Western Massachusetts Joint Dinner

*John's Best Pizza, Shop Rite Plaza, Federal Road, Danbury, CT*

Interested M's should contact **Ward Mazzucco** at 203-744-1929, ext. 25, [wjm@danburylaw.com](mailto:wjm@danburylaw.com) or **Rev. Bill Loring** at 203-794-1389, [fr.bill@comcast.net](mailto:fr.bill@comcast.net) for more info on location and/or reservations.

**Saturday, April 16, 6:30 pm**

### Southern Connecticut Mensa Monthly Dinner

*The Putnam House Restaurant, 12 Depot Place, Bethel, CT*

Discussion Topic: Big Data, Smart Data. What is Big Data's scope and power? Is it providing big insights and helping us make more intelligent decisions?

There is parking in the rear of the restaurant and in the nearby Old Railroad Station lot. Dress is casual. Before the presentation, we will enjoy dinner. Members who have not attended a monthly dinner before will get dinner for free.

Contact **Jim Mizera** at [jmizera@hotmail.com](mailto:jmizera@hotmail.com) or text or call (203) 522-1959 for reservations or info. Reservations strongly encouraged but not required. You can bring a donation of money or food to benefit the Connecticut Food Bank.

**Tuesday, April 19, 6:30 pm**

### County Corner Dining and Discussion

*Panera Bread, 2320 Black Rock Tpke., Fairfield, CT (Note the New Location!)*

Topic: *Sports Corner – Looking at Baseball, Football, Basketball, Hockey, and Other Sports: Data and History.* Contact **Jim Mizera** at [jmizera@hotmail.com](mailto:jmizera@hotmail.com) or text or call (203) 522-1959.

**Thursday, April 24, 7:00 pm**

### Singin' in the Rain (1952, 103 mins.).

*Edmond Town Hall, 45 Main St., Newtown, CT*

Starring Gene Kelly, Donald O'Connor, Debbie Reynolds.

Tickets are \$2. Contact Jim Mizera at

[jmizera@hotmail.com](mailto:jmizera@hotmail.com) or text or call (203) 522-1959.



## **CT & Western MA Mensa Chapter – Upcoming Events**

This is not a complete listing. Details regarding these and other C&WM events can be found at: <http://www.cwm.us.mensa.org/members/member-page.htm> (Mensa ID and Password required).

### **Friday, April 1, 5:30 pm**

#### **First Friday Happy Hour**

*Brother's Restaurant, 33 North Cherry Street, Wallingford — (203) 641-2408*

Contact **Ann Polanski**: home (203) 269-4565 or cell (860) 817-9910.

### **Sunday, April 3, 12:00 noon**

#### **Indian Lunch**

*Haveli India Restaurant, 1300 South Main Street, Rte 17, South Middletown*

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

The food is enticing, the staff is friendly, and the company is the best to be had anywhere! Join us at Haveli India Restaurant for an all-you-can-eat \$9.95 buffet. RSVP required. Contact **Barb Holstein** for a reservation: (860) 632-7873 or [BarbCPA@att.net](mailto:BarbCPA@att.net).

### **Sunday, April 17, 12:15 pm**

#### **Indian Lunch & Movie**

*Naatiya Indian Restaurant, 8 Mountain Avenue, Bloomfield*

<http://www.naatiyarestaurant.com>

Join us for a lunch buffet, followed by an authentic Bollywood movie at the theater next door! Directions on the restaurant website. The event is being arranged by our resident Indian experts, **Jeet & Melissa Chattaraj** ([jeet78@hotmail.com](mailto:jeet78@hotmail.com)), so let us know if you can join us. The movie details will be sent later to those who RSVP.

### **Thursday, April 21, 6:30 pm**

#### **Shoreline Third Thursday**

*Old Saybrook area*

Come join us for dinner. Spouses and families are always welcome. RSVPs appreciated, so I can give them an accurate count for our reservation. Contact **Mike Milius** at [miliuslondon@netzero.com](mailto:miliuslondon@netzero.com) or (860) 392-9917 for more information or to RSVP.

### **Thursday, April 21, 6:30 pm**

#### **Pioneer Valley Dinner**

Email **Ian Fraser** ([mensanian@ianfraser.net](mailto:mensanian@ianfraser.net)) for more information, directions, or to RSVP (very much appreciated but not required). This is a perfect opportunity to see what a Mensa get-together is like if you've never been to one. New members and guests are encouraged to attend this always friendly and interesting event. We hope to see you there!

## Region 1 RVC Roundup

### News from National:

The March 19, 2016 AMC (board) meeting covered a number of important topics and issues, among them discussion and approval of the 2016–17 budget, updates to AML's (American Mensa Ltd.) strategic plan, and changes to the national publications guidelines, as well as discussions and updates in a variety of other areas.

Did you know that national elected and appointed representatives and committee chairs post their quarterly report prior to each scheduled AMC meeting? All AMC meeting agendas, minutes, and quarterly reports can be found here: <http://www.us.mensa.org/lead/amc/meeting-reports/>

If you are reading this, then you renewed your membership—thank you! Please remind your friends who may have missed the March 31st renewal date that it's not too late to rejoin.

### National events:

CultureQuest® will be held on Sunday, May 1st. A team trivia competition, its intent has always been to promote and test cultural literacy. Facing questions that range from film to politics, from literature to geography, from music to history, and farther afield, Mensan teams of up to five members gather in their neighborhoods on a single day across the U.S. and Canada and, for 90 minutes, compete for cash prizes and cultural literacy bragging rights. For more information, go to: <http://www.us.mensa.org/attend/culturequest/>

Chicago Area Mensa will host the annual Mind Games® competition April 15–17, 2016. Mind Games is one of the leading board game showcase competitions in the United States and attracts Mensa members from across the globe. For details: <http://mensamindgames.com/>

### Regional news:

Want to know more about what your elected/appointed regional and national officers do? Contact me with your questions, concerns, and issues, or just to say thanks for being a volunteer. And by the way—thank YOU to those of you who volunteer in your chapters.

I personally want to thank our Region1 Assistant RVC Bill Zigo (Ziggy) for all he does. Our region is large and diverse; having him on our regional team has been a great help. Want to join the team? We'd love your help in promoting activities, assisting local groups as needed, and helping to keep Region 1 vibrant and fun.

Just a reminder... Upcoming Region 1 events:

May 6–8 is Boston Mensa's Cape Cod Mini-RG. To register: <http://cape.bostonmensa.org/>

May 20–22 is Maine Mensa's "The Best <Fun&Games> mini-RG - EVAH!"

To register, call/text (207)577-6362 or email [durhamme@yahoo.com](mailto:durhamme@yahoo.com)

This month's question for you... What one thing would you suggest to your local/regional/national Mensa representatives that would greatly improve our collective experience as members of the organization?

What other information would you like to see in this column? Let me know...

### **Lisa Maxwell**

Regional Vice Chair, Region 1 - American Mensa  
(617) 335-1484 - [RVC1@us.mensa.org](mailto:RVC1@us.mensa.org)

## News from the Chapter President

Southern CT Mensans,

I went to Washington DC with my daughter for a few days of her spring break. We spent a day at the Smithsonian National Portrait Gallery and American Art Museum - <https://npg.si.edu/> and <http://americanart.si.edu/>. The Presidential Portrait gallery would have come in very handy the week prior at trivia. We visited the National Zoo, <https://nationalzoo.si.edu/>, and fulfilled my desire to see pandas.

Last month, I posted a link to the survey about event attendance only within my column in the newsletter. As I mentioned, our board often discusses how to make sure we're providing our members with value through the events we offer.

Using only this distribution method, we had 7 total survey responses. In case anyone wonders if members read our newsletter, they do! These are people who both read it and took the time to answer the survey—you made my week! So, I will distribute the link via email to see if we can increase our sample, but I wanted to report back on the results so far:

All of the respondents had attended at least one event. On the question of event interest, the most frequent answer by far was "Monthly Dinner with Speaker," followed by "Attend Music/Drama Performance as Group," and "Board Games." In terms of day/time preference, Saturday evening was the most often mentioned, with weeknights and Sunday afternoon tied for second. The final question was on location, and Danbury/Bethel and Norwalk/Westport were tied on preference. Comments were few—there was a mention of the dinner running a bit long (we've had that feedback at times before and have brainstormed solutions at our business meetings), and one mention of a desire to network online. An excellent option for that is joining our local chapter Facebook group: <https://www.facebook.com/groups/SCM066/>.

So, thank you very much to the respondents—we appreciate you taking the time to give us your feedback.

Have a great month!

**Joan Coprio**

*President, Southern CT Mensa*



## 2016 Chapter Business Meetings

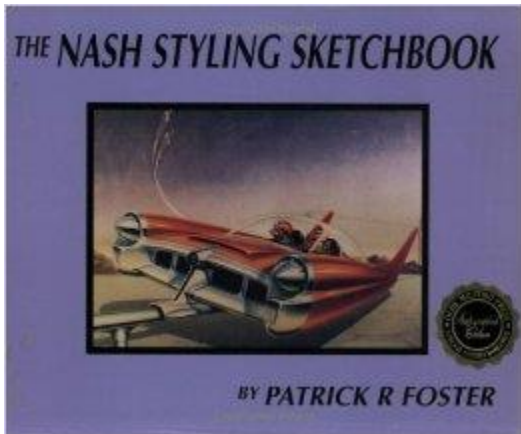
- Wednesday, March 30<sup>th</sup> in person
- Thursday, May 26<sup>th</sup> via teleconference
- Sunday, July 31<sup>st</sup> via teleconference

All meetings start at 7:30pm. Contact Joan Coprio at [jcoprio@optonline.net](mailto:jcoprio@optonline.net) for the call-in number or location.

## The February Dinner

### Nash, Hudson, and American Motors: An Automotive Adventure

Patrick Foster is a high-octane writer. The Milford Mensan has written 21 books about classic cars in the past two decades, including *The Nash Styling Sketchbook*, *Hudson Automobiles: An Illustrated History*, and *American Motors—The Last Independent*. He has also written hundreds of articles and columns for automotive publications such as *Hemmings Classic Car*, *Automotive Quarterly*, and *Automotive History Review*. In addition, he has appeared on CNN, on many radio and TV talk shows, and in documentary films. So Southern CT Mensa was lucky to get him as the speaker for our February Monthly Dinner, and he rewarded us with an educational and colorful talk about the history of the classic cars of the Nash and Hudson automobile companies, who later combined to become American Motors. It restarted the memories of several in our audience, and provoked many comments and questions about makes and models that changed the auto industry.



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Surprisingly, Mr. Foster said that he was not an auto maven in his youth. He told us, “I was puzzled when my buddies would talk about things under the hood. But I was always impressed by the looks and styling of many cars.” They inspired him to learn more about autos and make a living for a while selling them in the Bridgeport-Derby area.

“I was always especially interested in independent car companies,” Pat said, referring to the American automakers other than the “Big 3” of General Motors, Ford, and Chrysler. He added, “Most people don’t realize just how many U.S. auto companies there were in the early years of the industry—about 2,700. Eventually, competition and the Great Depression weeded out all of the independents except for American Motors (AMC). And AMC was only one-tenth the size of GM.” But as Pat’s presentation made clear, AMC and the independents produced dozens of innovations along the way and plenty of big, beautiful cars and small, sporty classics.

#### Nash, Hudson, and the Growth of the Auto Industry

In the first three decades of the twentieth century, hundreds of inventors started car or truck companies and tried to capture the public’s attention and dollars. Only a few succeeded. Among the winners in this turbulent market were two of Pat Foster’s favorites: Hudson Motor Company, founded in 1909, and Nash Motors, which debuted in 1916. He outlined for us the history of these pioneering companies whose futures would eventually converge.

Hudson Motors was born in the Motor City, the brainchild of Joseph Hudson, owner of the city’s Hudson department store, and seven other Detroit businessmen. Pat mentioned that one of the founders was Roy Chapin, who had worked for the Olds Motor Works. Olds was founded by Ransom Olds, who invented the automotive assembly line in 1901 and the first mass-produced inexpensive car, the Curved Dash Oldsmobile. With Chapin’s genius, Pat told us, Hudson got off to a great start, selling more than 4,000 of their “Twenty” model car in 1910, putting them in the top twenty of U.S. car producers. Over the next twenty years, Hudson started the Essex brand line that became a big seller,

built big factories in Detroit, London, and Belgium, and topped over 300,000 cars sold annually, becoming the third biggest U.S. car company.

Charles Nash and Nash Motors had an even more interesting rise. Pat told us, “Nash got off to a rough start in life. Born on an Illinois farm, his parents separated when he was young, then abandoned him. He went to work as a child laborer for a mean farmer, ran away to work on another farm, and then as a young man started working as a seat cushion maker at a carriage factory in Flint, Michigan run by William Durant, who later co-founded General Motors. The next year he was the manager of the plant.” But Nash didn’t stop there. He got involved in the developing auto industry and joined Buick Motor Company in 1903, which was run by Durant and David Buick. He became general manager and president there in 1908. But in the meantime, Durant had become the controlling investor in Buick and founded General Motors Holding Company by merging Buick with twelve other car and automotive parts companies he had bought. “However,” Pat told us, “Durant was good at adding companies but not at judging and financially managing the companies he bought.” He incurred much debt and so his bankers replaced him and put Nash in charge of General Motors in 1910.

Charlie Nash turned things around at General Motors. He hired railroad veteran Walter Chrysler as production chief at Buick and straightened out finances. Pat recounted Nash’s successful record: “In 1914 GM became profitable. Profits doubled in 1915, and doubled again in 1916.” But the frugal Nash didn’t want to pay dividends and he was voted out as head of GM. In 1916, Durant, who had founded Chevrolet in 1911, used his new company to acquire enough shares to reclaim control of GM. Durant wanted to keep Nash on, but as Pat Foster said, “Nash resolved never to work for anyone else.” He left to start a new company.

Nash bought out the inventive Jeffery-Rambler Motor Company and turned it into Nash Motors. Then, Pat said, Nash made a great move by hiring away GM engineer Nils Erik Wahlberg. Wahlberg designed Nash’s first engine and the company prospered by building trucks in World War 1 and then a full line of cars. Over the next three decades, Nash and his successors teamed with Wahlberg to build a successful company that pioneered many improvements in auto design and manufacturing.

Charlie Nash retired in 1936 and picked George Mason, head of Kelvinator Corporation, as his successor, and Nash bought Kelvinator, the leading refrigerator and appliance company. Nils Wahlberg combined his talents with the Kelvinator’s team to modernize Nash’s automobiles. Pat Foster recited their impressive list for us, starting with the introduction of a modern air conditioning and heating system in 1938 and thermostats in 1939. Then Wahlberg devised a system to provide pressurized, filtered, and circulated fresh air into the car. Following up in 1941, Nash brought out the Nash 600, the first mass-produced unit-body car. “This car borrowed a page from the airline industry,” Pat explained, “by welding sheet metal together to form a firm body that didn’t need a separate frame for support. It was a big car, but weighed only 1,700 lbs. and had good aerodynamics that allowed it to get 30 miles per gallon. With its 20-gallon tank, it could travel 600 miles between refills.”

Pat said, “Hudson was innovating too.” Their 1936 radial safety control and suspension system and their 1940 airplane-style shock absorbers made driving smoother and more comfortable. They hired Elizabeth Thatcher as one of the first female automotive designers and she helped produce cars in the 1940s appealing to woman buyers.

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## The Depression and War Years

In the 1930s, hundreds of U.S. carmakers went out of business. In 1940, on the eve of World War II, only 12 remained: American Bantam, Checker, Chrysler, Crosley, Ford, General Motors, Graham-Paige, Hudson, Nash-Kelvinator, Packard, Studebaker, and Willys-Overland. In 1942, the U.S. government ordered all automakers to cease production of cars and switch to producing tanks, trucks, jeeps, airplanes, torpedoes, ammunition, and other war materials. Curiously, Sikorsky stopped building helicopters during WWII because they were so busy that they contracted out the copters to Nash.

Pat explained, “After WWII, the independent automakers had good sales. Nash and Hudson even entered cars in auto races. Nash was the first car company to sponsor a NASCAR racing team, and their 1951 Nash-Healey two-seater was the first post-war sports car built by a major U.S. car company.” But, he pointed out, Hudson did even better. Their small and light Hornet model excelled in racing, dominating stock-car racing and helping Hudson set records for wins by an automaker.

## American Motors

Nash and Hudson’s fortunes were soon to take a turn for the worse, however. As Pat recounted, “In 1953, Henry Ford II vowed that Ford would surpass General Motors to become the number one car company. He cut prices and pushed his dealers to sell all the cars Ford could crank out. Ford didn’t beat GM, but he killed or weakened the independent U.S. automakers.” In 1953, Kaiser merged with Willys-Overland, and in 1954, Studebaker and Packard merged. That same year, Hudson and Nash-Kelvinator joined to form American Motors. CEO George Mason died later that year and VP George Romney succeeded him as CEO of the new company.

“George Romney was most dynamic speaker I ever heard,” Pat Foster said. “I got to know him. I met his son Mitt, who was there during some of our talks.” He was also a dynamic force for AMC. He found a niche for the company by emphasizing small cars, a novelty for U.S. customers. “Until Nash brought out small cars in the 1950s, small car fans had to buy foreign,” Pat said. “The best small car they produced was the Rambler, which AMC inherited from Nash and continued producing for another generation. Rambler was the most successful Nash car ever because of its futuristic look. Riding its success, in 1959, AMC shattered sales records and became the 3rd leading U.S. car company for a while. The success of the Rambler forced the Big 3 to get into small cars.”

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Romney left AMC in 1962 to run for Governor of Michigan, and Roy Abernathy took over for him. But the new compact cars produced by GM, Ford, and Chrysler cut into the sales of AMC, Kaiser, and Studebaker. Studebaker died in 1966 and Kaiser went out of business in 1970. AMC struggled, spent a lot of money trying to develop a fuller line of cars, and started losing money. “It nearly went out of business in 1967,” Pat said. Abernathy was eased out and replaced by Roy Chapin, Jr., the son of one of Hudson Motor Car’s founders. Chapin revived American Motors fortunes by revitalizing the



Rambler, launching new models like the Hornet, and buying Jeep from Kaiser. It even got back into auto racing to market its cars. AMC would continue to be profitable for another 20 years before being bought by Chrysler.

Pat had an impressive array of photos, many black and white, of the Nash, Hudson, and AMC classic cars, several of them with CEOs and celebrities, and some of them from eye-catching ads. Clark Gable showed up in one, and another featured Charlie Nash and George Mason when Mason first took over the Nash company. Still another showed George Romney. Other slides showed pictures of the AMC Gremlin, the Jeep, the Nash Metropolitan, and the Hudson Hornet. And then there were the Ramblers. Pat showed us a photo of an early Rambler with a hood—a cab. He followed up with more Rambler shots—the Argentinean Rambler, the New Zealand Rambler, and the French Rambler-Renaults. It truly was an international car.

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After Pat's presentation, several car buffs in our audience shared their fond memories of the cars produced by the independents. "I don't see Nash, Hudsons, and Packard cars at antique car shows, although I see quite a few Bentleys," one of them lamented. "Unfortunately," Pat sighed, "it's harder to restore Hudsons, Nashes, and Packards because it's harder to get parts for them. I do see them at the big Ypsilanti, Michigan car show, though."

Did you know that Sears once sold cars in their department stores? Yes, as one of our veteran car buffs marveled, you could buy a model called the Henry-J at Sears—a very cheap car built by Kaiser-Frazer Corporation and sold from 1950 to 1954. It was named after the company's chairman, Henry J. Kaiser, founder of Kaiser Aluminum and a conglomerate of diverse industrial companies, along with Kaiser-Permanente Health Care.

Our audience did not limit its questions to classic cars. Someone asked Pat what he thought about self-driving autos and the electric cars of Tesla and Google. "I think the future is self-driving cars," Pat replied with some regret, as he reminisced about the pleasures he has had driving across America in his favorite cars. As for the electric cars, Pat said that progress is living up to promise. "Chevrolet is coming out with electric cars that will be just \$30,000 with tax credits, and I expect more big things."

We learned from the questions that some cars of the past are making a surprising comeback. "What about the Isabella, a German car made of the early 1960s?" a Mensan wanted to know. (See [https://commons.wikimedia.org/wiki/File:2005-08-27\\_Borgward\\_Hansa\\_1500\\_Isabella\\_\(bearb\).jpg](https://commons.wikimedia.org/wiki/File:2005-08-27_Borgward_Hansa_1500_Isabella_(bearb).jpg).) "The Borgward line moved to Mexico, and went out of business in 1961," Pat said. "But now it's back. A German company has gotten backing from a Chinese truck manufacturer to develop new models in China."

Someone even brought up the DeLorean, the infamous fiberglass sports car that John DeLorean tried to sell from 1981 to 1983. "It's coming back," Pat informed us. "A guy bought all the old parts. Since cars built in limited production don't have to meet all the modern pollution requirements, an entrepreneur is building new cars from the old stock."

The evening wouldn't have been complete without someone asking Mr. Foster, "What was your favorite car?" One might think a man like Pat who has seen so many great cars would struggle with that question, but he gave a quick answer: "A yellow Rambler convertible with power steering." It was his dream car for a long time, he told us, but it wasn't easy to find. "I always told my wife I wanted

one,” he reminisced. “I searched the ads in classic car publications without luck for some time. Then one week I saw it in Hemmings and snapped it up.”

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Mr. Foster’s talk took us on a pleasant excursion down memory lane, but it also taught us about the make-or-break engineering, styling, and financial decisions that auto manufacturers had to make. Some of these choices failed and some succeeded. You can learn more about automotive history by reading some of Pat’s books, which are listed at his website [www.oldemilfordpress.com](http://www.oldemilfordpress.com) and on Amazon and other book sites.

### **Looking Ahead to the May Dinner Speaker**

*Saturday, May 21, 6:30 p.m.*

“Urban archeologist” Greg van Antwerp will talk about his adventures in finding old photos at estate sales.



## ***Upcoming National and Regional Events***

### **Mensa Mind Games® 2016**

**April 15–17, 2016**

Westin Chicago, 601 N. Milwaukee Avenue, Wheeling, IL

<http://mensamindgames.com/>

American Mensans get together to play and rate the latest board and card games over one spring weekend. Game manufacturers enter their newest products in pursuit of the Mensa Select seal—proof that the most avid game-players in the country have judged their games to be the best. It's the gold standard of gaming. When you see the Mensa Select seal, you've found a high-quality product that you're likely to enjoy

### **A Whale of a Good Time! – Boston Mensa Mini-RG**

**May 6-8, 2016**

*Corsair and Crossrip, 41 Chase Avenue, Dennisport, MA*

<http://cape.bostonmensa.org/home.aspx>

Join us on beautiful Cape Cod for a relaxing, unstructured weekend of socializing and hospitality with old friends and new. Visit Provincetown, enjoy great seafood, go whale watching, antiquing, or bicycling, or just sit back and listen to the ocean. Play games while overlooking the sea. Enjoy drinks on an oceanfront deck. A great RG for first-timers!

## **Puzzles & Questions**

(Answers may be in next month's Chronicle newsletter)

1. Compare the novelists Herman Melville and Joseph Conrad.
2. What is the distance from Damascus, Syria to the German border (km., mi.)?
3. Who was a better constitutional thinker, Thomas Jefferson or Alexander Hamilton? Which of them was a better economic thinker? Who was more honest?
4. In the book of Job, who were Job's three friends who counseled him and argued with him during his time of troubles?
5. How long does it take to write a song?
6. When did the Bridgeport to Port Jefferson, Long Island ferry begin service?
7. How big should towns, cities, counties, and provinces be?
8. Who was the first person to sail around the world solo?
9. What techniques make speakers eloquent?
10. How long did Sir Edmund P. Hillary and Tibetan climber Tenzing Norgay stay at the top of Mt. Everest when they became the first persons to climb it on May 29, 1953?
11. Name some mixed emotions.
12. In major league baseball last year (2015), what was the average distance traveled for home runs (ft. or m.)? What was the average speed off the bat for homers (mph or km/hr)?

### **Two Ways to Reach Out to Your Fellow SC Mensans**

The Southern Connecticut Mensa Blog <https://scm66.wordpress.com/>  
and the Southern Connecticut Facebook Page <https://www.facebook.com/groups/SCM066/>

If you would like to post any last-minute events or information on the blog, email Merrill at [SCMensa66@gmail.com](mailto:SCMensa66@gmail.com). Anything posted on the blog will be mirrored on the Facebook page unless otherwise requested.

If you hit the Follow button on the blog and add your email address, you will be automatically notified of all new updates.

## **Answers to Some of the March Chronicle Questions**

### **2. What was the highest fever temperature ever recorded in a human being?**

A: The highest fever ever recorded was 115.7 degrees Fahrenheit (46.5 Celsius). On July 10, 1980, Willie Jones, a 52-year-old man from Atlanta, suffered a heat stroke when the temperature was 90 degrees Fahrenheit. He received treatment and survived the fever, but it took 24 days for his body temperature to return to normal.

### **4. a) What is the standard height of telephone poles? b) How far are they spaced apart? c) How much of the pole is underground?**

A: a) Telephone poles used for house current (secondary poles) are typically 40 ft. tall. Poles used for distribution (class 3 poles) are 45 feet tall. Poles for primary distributions circuits are 45 to 65 feet tall.  
b) In urban and suburban areas of the U.S., telephone poles are 125 feet apart, with adjustments for curves, hills, and obstacles. In rural areas, poles may be 300 feet apart.  
c) Typically, a pole is buried to a depth of 10% of its height, plus another 2 feet. So 6.5 feet of a 45-foot pole would be underground.

### **6. What nation is the city of Timbuktu in? What is the city's population?**

A: Timbuktu is in Mali, a West African nation with about 14.5 million people. The city, which is on the southern edge of the Sahara Desert, has a population of about 55,000 people.

### **8. What are the four national languages of Switzerland?**

A: The four official languages are German (used by about 74% of the public), French (21%), Italian (4%), and Rumantsch/Romansh (1%). These are not the mother tongues for many Swiss, as about 20% of the Swiss population consists of foreigners. For about 1.7% of Swiss, Spanish is their mother tongue. 1.4% speak Serbo-Croatian, 1.3% Portuguese, 1.1% Turkish. 1.0% are English-speaking, and 7% Albanian. For 2.4% of the Swiss, some other language is their native language.

### **10. How many of the 55 deputies (delegates) to the U.S. Constitutional Convention in 1787 were lawyers?**

A: 35 of the delegates were lawyers or had legal training. 18 of the 73 delegates appointed to the Convention declined their appointment.

### **12. About what percentage of National Hockey League players are of Canadian nationality? Which Canadian province produces the greatest percentage of Canadian players?**

A: About 48.9% of current NHL players were born in Canada. About 24.1% were born in the U.S., 8.8% in Sweden, 4.2% in Russia, 4.1% in Finland, and 4% in the Czech Republic. Ontario has produced the most Canadian players now active, about 42%.

## **Word Check**

See if you can define these words about mountains and mountain climbing.

1. abseil –
2. cairn –
3. cirque –
4. crag –
5. crevasse –
6. crevice –
7. drumlin –
8. gully –
9. serac –
10. scree –

### **Answers:**

1. abseil -1. to descend a mountain by a rope secured from above and coiled around one's body or around metal rings attached to one's body. 2. to rappel.
2. cairn - a distinctive pile of stones placed to designate a summit or mark a trail on a mountain, often above the treeline.
3. cirque - 1. a circle; a ring. 2. a bowl-shaped valley high on a mountain, often containing a lake.
4. crag - a rocky outcrop; a steep, rugged rock; a rough, broken, projecting part of a rock.
5. crevasse - a deep crack, or fracture, found in an ice sheet or glacier.
6. crevice - a big crack forming an opening in a rock; a fissure or rift.
7. drumlin - a hill formed from glacial debris.
8. gully - a channel caused by erosion, especially by water running down a slope.
9. serac - a pinnacle or tower of ice, usually unsafe and unreliable and liable to topple in warm weather.
10. scree - 1. small, loose broken rocks, often at the base of a cliff. 2. an area or slope covered in scree.

## Noted & Quoted

One cannot be a part-time nihilist.

- Albert Camus, (1913–1960), French novelist

After all, there is nothing but failure.

- Thomas Bernhard, (1931–1989), Austrian novelist

It was written I should be loyal to the nightmare of my choice.

- Joseph Conrad, (1857–1924), *Heart of Darkness*

Success breeds complacency. Complacency breeds failure. Only the paranoid survive.

- attributed to Andrew Grove, (1936–2016), co-founder Intel Corp.

A Jazz musician is someone that puts a \$5,000 horn in a \$500 car and drives 50 miles for \$5 gig.

- Anonymous

Creativity is contagious. And so is banality. Criticism is an art in itself. Don't let the dullness around destroy the creativity within.

- Elif Shafak, (1971– ), Turkish novelist

I never wanted to be famous. I only wanted to be great.

- Ray Charles, (1930–2004), U.S. musician, singer, songwriter, composer

I cannot conceive of music that expresses absolutely nothing.

- Bela Bartok, (1881–1945), Hungarian composer, pianist

On the approach of spring, I withdraw without reluctance from the noisy and extensive scene of crowds without company, and dissipation without pleasure.

- Edward Gibbon, (1735–1794), *Memoirs*

Spring makes everything young again except man.

- Jean Paul Richter, (1763–1825), German novelist, short story writer

You can always tell it's April By the sound of falling rain That mystic, mournful music As it trickles down the drain.

- Thomas Vaughan Jones, English poet, O' To Be in April

I'm not a film star. I'm an actress.

- Vivien Leigh, (1913–1967), British actress

The trouble is that no devastating or redeeming fires have ever burnt in my life.... My life began by flickering out.

- Ivan Goncharov, (1812–1891), Russian novelist

If the flame inside you goes out, the souls that are next to you will die of cold.

- Francois Mauriac, (1885–1970), French novelist

Rome is the city of echoes, the city of illusions, and the city of yearning.

- Giotto di Bondone, (1266/1267–1337), Italian painter

One should be light like a bird, and not like a feather.

- Paul Valery, (1871–1945), French poet, essayist, and philosopher

There are three things that make a person a writer: inspiration, perspiration and desperation.

- Harlan Coben, (1962– ), U.S. detective novelist

You are what you listen to.

- Anonymous

He listens well who takes notes.

- Dante Alighieri, (c. 1265–1321), Italian poet

Humanity will live as long as there are humans.

- Vasily Grossman, (1905–1964), Russian novelist

We survive on novelty, so much less demanding than commitment.

- Mikhail Lermontov, (1814–1841), Russian poet

You can lose your way groping among the shadows of the past.

- Louis-Ferdinand Celine, (1894–1961), French novelist

One man's daydreaming is another man's day.

- Grey Livingston, U.S. blogger

It is better to have dreamed a thousand dreams that never were than never to have dreamed at all.

- Alexander Pushkin, (1799–1837), Russian novelist

In the end dreams became his life, and his whole life thereafter took a strange turn: one might say he slept while waking and watched while asleep.

- Nikolai Gogol, (1809–1852), Russian dramatist

Please - consider me a dream.

- Franz Kafka, (1883–1924), German novelist

Less is more, except when it is not enough...

- Anonymous



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