

# Dixie Vintage Antique Automobile Club Newsletter

<https://www.facebook.com/dixievintageauto/>

November 2018 Hoover, Alabama



Hoover **Krispy Kreme** hosts **Dixie Vintage Auto Club's** first Saturday Cruise-In each month.

**Birmingham Area Cruise-in  
Schedule for 2018**  
Visit [www.DVAAC.com](http://www.DVAAC.com) for details

## Dixie Vintage Events

## Non Dixie Vintage Events

Saturday, November 3rd,  
Krispy Kreme Cruise-in  
8:AM-Noon, Hwy 31, Hoover, AL  
Rain day is 3rd Saturday,  
November 17th.  
Jim Black 205-527-9346

Sunday, November 4th, 2018,  
9:AM - 4:PM Lineville Car Show  
Swap meet. is Saturday and Sunday. Better to take  
your show car and avoid a long hike from visitor parking.  
Have check or correct cash of \$20.00 ready!  
Info 205-369-2856

Monday, November 5 at 6:00PM.  
The next Dixie Vintage business meeting will be  
at Customs Café, 1845 Montgomery Hwy, Suite  
207, Hoover, AL., Please join your car friends for  
some great fun and fellowship.

Saturday November 10th, Harpersville Day 2018  
"Cruzin-N-D Cottin" 4th Annual Car Show 9A-2P.  
Located on Highway 25 just south of Highway 280.  
Free Event sponsored by StreetScene Automotive  
Restoration Company. Trophies will be given out for var-  
ious classes of cars, trucks, motorcycles and anything  
cool.

Friday, November 30th, 6:00PM,  
Dixie Vintage Christmas Party,  
Fish Market, Hwy 31, Hoover, AL  
PLEASE RSVP to  
carleneadams2@bellsouth.net, or  
205-444-0876, last year was fun.

Picture below: Jeff Loebler (L to R) with his 77 Bandit  
and Jeff Mcjunkin, with JM Harris Construction, Cele-  
brating the Pig Iron BBQ in Hoover!

Some Dixie Vintage members were able to attend  
a recent Saturday morning event in downtown  
Irontdale. Pictured below are some of the first cars  
to arrive



## New Process for Ordering Name Tags

Dixie Vintage President Jim Black has streamlined the process for ordering name tags. This new process will expedite the delivery of your nametag to your home. The order form will be available in the tent at Krispy Kreme Cruise-ins. The member needing a name tag will complete the order form and mail it with payment to Crown Trophy. The finished name tag will be mailed to you.

We encourage each of our members to own and wear a Dixie Vintage Car Club name tag. We really do want to get to know you. The cost of the name tag is \$10.00.



## Newsletter Editor

Do you have a classic car story?  
Are you working on a restoration project?

Please let us know.  
Pat or John Krauser  
Cell: 205-276-4423 or  
Email: jekbest@aol.com

## New Car Members

Andy Ball, Hoover, AL  
1979 Ford Thunderbird.

I found a Ford Motor Company advertisement for a 1979 Thunderbird. This is not a picture of Mr. Ball's car. I thought folks would be interested in seeing what a 1979 Thunderbird looked like. Hopefully we will see Andy's car at Krispy Kreme.

*Come fly with me.*

**Thunderbird for '79. The Magnificent Flying Machine**  
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When you take the controls of a '79 Thunderbird, you'll be in command of one magnificent machine. With standard V-8 engine, wide stance and full coil suspension. The '79 Thunderbird has the classic contoured hoodlamps, opera windows, and distinctive wrapover roof which all are unmistakable Thunderbird® features of all '79 Thunderbirds.

Features that come standard. So take flight in your own Thunderbird. \$5 on the runway at your Ford Dealer's.

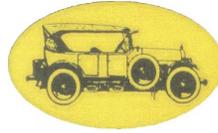
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Automatic Overhead	No Charge
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Painted Hood	No Charge
Steel Radial Runoffs	No Charge
Wax, Bug Remover	No Charge
Woolrich	No Charge
Large Rear Spoiler	No Charge
Large Rear Mirror Control	No Charge
AM Radio	No Charge
White Diamond Trim	\$ 42
Dual Accent Paint Strips	\$ 46
Color-Keyed Vinyl Seats	\$ 22
<b>TOTAL PRICE \$8,315</b>	

\*Sticker price excluding title, taxes and destination charge.

**THUNDERBIRD**  
FORD DIVISION

## Dixie Vintage Antique

### Automobile Club



The Dixie Vintage Antique Automobile Club Newsletter is published monthly by Dixie Vintage Antique Automobile Club, Inc., a non-profit Alabama Corporation. The purpose of this Club is to promote interest in restoring and preserving antique, classic, and special interest old cars; and to provide a social club for members and their families of mutual interest to all. Monthly meetings and activities are conducted in a variety of locations. We encourage membership from other automobile clubs and orphan marquees.

The only requirement to become a member of Dixie Vintage Antique Automobile Club, Inc. is an interest in the history and preservation of automobiles.

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## **Breaker points versus Transistors**

### **Why and how automotive ignition systems have changed over the years.**

**John E. Krauser**

The conventional ignition system used during World War II and into the 1950's was sufficient for the gasoline of the day, and the lack of exhaust emission standards. Around 1960 discussion about decreasing exhaust emissions started to surface within the Federal Government. During the mid-60's, guidelines were starting to take shape as to how exhaust gases should be altered to improve air quality standards.

In December of 1970 the EPA was officially created. Air quality control was now in the hands of the Feds via the Clean Air Act, which called for the first tailpipe emissions standards. After the Oil Embargo in 1973 fuel economy suddenly became a hot topic among consumers, government officials, and finally the auto industry. During the 70's the general car buying public started demanding more efficient and higher performance cars. In the late 1970's until 1988 Congress again tightened the guidelines for the Clean Air Act. This action continued in the 1990's and beyond. Ignition systems continued to evolve to meet emission standards and to help improve gasoline mileage with the current fuel now in the marketplace. Conventional summer gas blends have about 114,500 BTUs of energy per gallon; Conventional winter blends about 112,500 BTUs of energy per gallon. When added, E-10 reduces energy levels a little over 4%.

Some of the first electronic ignition systems used a single transistor and a couple of resistors in addition to the standard points and coil setup. A transistor consists of an emitter, base and collector. A small current is generated when the breaker points are closed. The current is between the emitter and base (the bottom and middle junction of the transistor). A higher current flows from the emitter to the collector (bottom and top junctions of the transistor). The full voltage/current is limited by the two resistors. The transistor provides a stronger magnetic field to develop in the primary of the coil when it is shut off (breaker points open). Thus, there is more voltage available in the secondary for the spark plugs. The current draw through the points is less and thus increases the life and operation of the points.

I remember my dad installing one of these types of systems on a Studebaker. The heat sink for this transistor was about 4-5 square inches and about a ½ inch thick as I recall. It was mounted on the firewall. He commented that the car ran better and started better especially when cold. In South Bend, IN's winters that was important. Common output voltage was around 10-15KV. Improvements on this simple circuit included adding more transistors to get more energy transfer to the secondary windings of the coil.

The next change in the ignition system involved replacing the mechanical points with either an optical or magnetic device to make and break current into transistors or to more advanced integrated circuits. These devices fit under the distributor cap replacing the points. Many of us prefer to keep our engine bays close to stock. Computer controlled modern engines aided by various sensors have eliminated the conventional distributor system that is found in our collector cars.

Per-Lux company, later known as Pertronix, started making fog and driving lights for big rig trucks. In the early 70's the company started making replacement solid state ignition systems for industrial engines. Soon after, car guys started using the product. The company continued to develop electronic ignition kits over the decades. According to their website over 4,000,000 ignitor kits had been sold by 2014. Pertronix Ignitors are under the distributor cap and the high voltage coils look like factory issued items.

MSD Ignition Company came into existence because of engineering ideas generated by the White Sands Missile Range in Southern New Mexico. The goal was to develop engines that decreased fuel use but increased engine fuel efficiency. MSD stands for Multiple Spark Discharge. The system utilizes a capacitive discharge (CD) design instead of the more conventional induction system. CD systems provide a constant high voltage output across a wide range of speeds. The racing circuit brought into MSD's products in the 1970s. The full line of products is used by many in our car hobby and different racing circuits.

Mallory Electric Company started in 1925 and produced various electrical devices. Marion Mallory, the founder, also was good friends with a guy named Henry Ford. Ford's first V8 engine built in 1932 had a Mallory Ignition system. Mallory was found in Ford products through 1948. Mallory ignition systems were used in racing circuits including the Indianapolis 500.

In the 70's the Unilite Mallory Distributor was a main staple for auto enthusiasts looking to improve engine performance. That distributor is still available for many of our older car engines. It can be installed to run with stock coils or many of the high performance products offered.

Regardless of what you employ to "Fire up your Ride", we hope it works each time. See you at Krispy Kreme.



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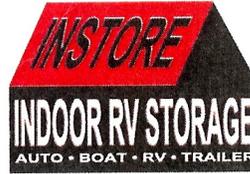
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One of the larger car events is held on the fourth Saturday evening from April through October in Fultondale at a mall off I-65 exit 267. Normally there would not be any empty spaces in the south end of the parking lot weather permitting. However, it is football season and that has an impact on attendance.



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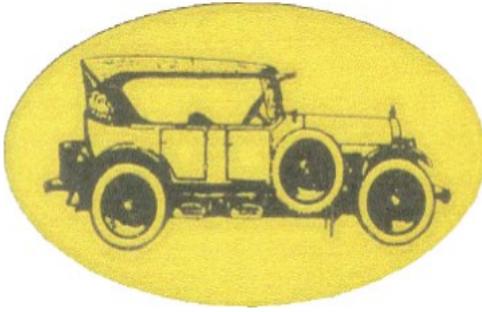
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[www.dvaac.com](http://www.dvaac.com)



Dixie Vintage member Stan Stepleton invited car owners to Helena Market Days late summer event. Several of us were able to stop by for the morning show. Weather was cool for an August morning. Many shoppers stopped by to look at our rides.



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