

Dixie Vintage Antique Automobile Club Newsletter

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

February 2019 Hoover, Alabama



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

Birmingham Area Cruise-in Schedule for 2019

Visit www.DVAAC.com for details

Dixie Vintage Events

Saturday, February 2, 2019
Krispy Kreme Cruise-in,
8:AM-Noon, Hwy 31, Hoover, AL
Rain Day is 3rd Saturday, Feb. 16th
Ed Zanaty, 942-1312

Monday, February 4 6:PM
Dixie Vintage Business meeting
at Custom's Café
Hwy 31, Hoover, AL
Ed Zanaty 942-1312

Dixie Vintage Antique & Classic Car
Show, Saturday, April 27, 9:AM-3:PM,
at Veterans Park, in partnership with
Celebrate Hoover Day. 4800 Valleydale
Rd, Hoover, AL. Antiques, Exotics,
Rods, and Modified. \$20.00 Registration
Joe Alfano 205-222-4577 alfanojm4@bellsouth.net
Ed Zanaty 205-942-1312 ezanaty@bellsouth.net

Your Dixie Vintage Auto Club is now collecting dues for the 2019 club year. Also, this year, upon payment of your dues, you will receive a 2019 Dixie Vintage membership decal for your cruise-in vehicle (pictured to the right). Each decal is individually numbered for the 2019 club year and is to be affixed to the lower left-hand (inside) of the windshield. Our dues are still only \$15.00 per year so let's make this a banner year for our club with 100% dues participation!

You may mail your dues check to our secretary/treasurer, Jim Likis, 4572 Eagle Point Drive, Birmingham, AL 35242 and receive your decal at the next Krispy-Kreme cruise-in or pay at the cruise-in tent and receive your decal at that time. Checks should be made payable to Dixie Vintage Antique Automobile Club. Thank you!"

Non-Dixie Vintage Events

CARS FOR A CURE Car Show
March 30th, 9:AM-2:PM, Wintzells
Parking Lot, 3339 Lowery Parking Lot,
Fultondale, Al. Walker Chapel Road,
Exit 267 off I-65. Info, Peggy 205-
602-6463 peggymullinax@yahoo.com,
Johnny 205-296-1409
jem8630@aol.com

This is the same location for the 4th
Saturday Night Cruise In that runs April-
October.

Kiwanis Pancake Day, Saturday Feb. 23rd is at the
Chelsea Community Center. The center is located at
11101 Highway 47 in Chelsea. There is a \$5 cost for
the breakfast. The proceeds go to organizations that
help the children of Chelsea and surrounding areas.
The event runs from 8A to 12N. The Kiwanis Club is
hoping many of our old cars will be there.



New Process for Ordering Name Tags

Dixie Vintage 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

Nash, Gene & Bonnie Hanceville, AL 35077

1941 Studebaker Champion

1950 Studebaker Champion

1954 Ford Crestline

Paternostro, Benny & Brenda Birmingham, AL 35242

1969 Chevrolet Corvette Convertible

1970 Ford Mustang Mach 2

1970 Chevrolet Chevelle SS 396

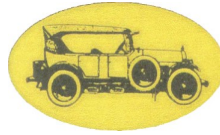
Wells, Stephen E Birmingham, AL 35243

2012 Jeep Grand Cherokee

2018 Ford F-150

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.

2019 Board of Directors

Gary Adams, Chairman

Jim Likis, Treasurer

Bill Cooch

Jim Black

2018 Officers

President Ed Zanaty
ezanaty@bellsouth.net
205-942-1312

Vice President Dale Baker
dalebaker001@att.net
205-807-6581

Treasurer Jim Likis
205-980-0314

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Birmingham, AL 35242

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205-222-4577

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mlikis@mayerelectric.com
205-999-4561

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gadams2@bellsouth.net
205-706-7614

Brake History and Options

By

John E. Krauser

In the January 2019 issue I inserted an article about brake fluid and the author's opinion why it should be changed every year. The article first appeared in the Avanti Owners Association International Spring/Summer 2018 Magazine. Let's continue with more brake history and information.

In the late 1890's a gentleman named Frederick William Lanchester started developing disc brakes in a factory in Birmingham (A city across the pond). He received a patent in 1902 for this design. Materials available at the time, along with non-existent roads, doomed the project from the start. Conditions were too harsh for the product.

Fast forward to 1950 when Crosley started using disc brakes. But with little research on design and materials plus the north's winter road conditions, this attempt was also doomed. During the timeframe from roughly 1949-1953, Chrysler used a system where two discs rubbed against a brake drum. The simple explanation is that less pressure was required but 1/3 more braking friction was obtained with this method. And there was less heat generated. The cost was \$400 for this option. That cost heated the wallet fast and the idea cooled quickly.

Studebaker's Avanti for the 1963 model year with 11 1/2" OD diameter front disc brakes was standard. The system was developed by the Bendix Corporation of South Bend, IN. There are some reports that all four wheels had disc brakes. That is not the case as Avanti used 11" rear drums with 11 X 2 brake shoes.

The front discs were an option on other Studebaker cars starting in 1963. AMC started using Bendix disc brakes around this time. The Corvette had four wheels disc brakes starting in 1965.

I started in the old car hobby late in life compared to most folks. My first car was a 1957 Studebaker Silver Hawk that I got for my 50th Birthday back in 2002. One of the areas where I performed maintenance was the brake system. I found that the 11" front and 10" rear drums were at the edge of tolerance. I found a source where I could get new finned drums front and rear. I did not look too hard for disc replacement kits.

While reading an auto restoration book I found an article about venting brake drums. Soon after, four drums were off to California for the process. The company performing the work said that drilling the drums would virtually eliminate fade. I drove my '62 Studebaker Hawk, upgraded with vented front and rear drums, up and down Oak Mountain one Sunday morning to see if I could get brake fade. It did not happen. Another advantage of venting drums deals with water. If the drums fill with water, braking is almost gone until the water is gone. Vented holes dissipate the fluid. Something else that occurs between the brake shoe and drum is a vapor. The vapor is created by compression of air between the shoe and drum. This causes the drum/shoe relationship to act as opposing magnets preventing full contact between them. The company that performed the venting process, C.H. Topping of Long Beach, CA. is named after the original owner who founded it in 1931 as an auto parts supplier.

A racer in the 1950's by the name of Mel Hamer started drilling brake drums in order to get better stopping power for his cars. Soon other racers started asking for services on their brake drums. Mel continued to vent drums for decades. Vince Bunting, an employee of Mel Hamer, purchased C.H. Topping Company in 1981 and made brake service the primary focus. They continue to vent drums to this day. They also have a variety of solutions for dual master cylinder and vacuum assist applications. There are many articles related to the drum venting process on their website, C.H. Topping.com.

As our hobby has grown, more and more companies offer disc brake upgrades for many models of old cars and trucks. Most installs are very straight forward with components that can be purchased off the shelf. These systems have been developed and tested for durability. Auto parts suppliers have pages of both new manufactured drums and disc kits. Most disc kits upgrade the front brakes and leave the rear as drum. (Continued on page 8.)



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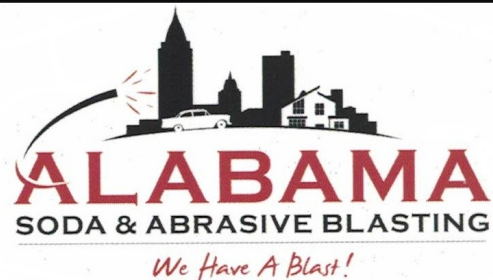


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Each October the City of Moody hosts a Classic Car and Truck show at the Moody Municipal Park. The park is located just east of Highway 411 (Moody Parkway) on Park Avenue. On a warm Saturday DV Member Steve Owen and I were there to enjoy the event. We saw many different cars that day. Six are pictured below. I heard unofficially that 352 cars and trucks had registered for the show. I also heard that over 400 cars and trucks were in attendance. Moody's Police did a great job managing the traffic flow when the show was over. Within 15 minutes of leaving the back 40, we were on the highway headed home.



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