



Dixie Vintage Antique Automobile Club Newsletter

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

March 2019 Hoover, Alabama

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. Each decal is individually numbered for the 2019 club year and is to be affixed to the lower left-hand (outside) of the wind-shield. Arrangements will be made to get you your decals. Our dues are still only \$15.00 per year so let's make this a banner year for our club with 100% dues participation!

Birmingham Area Cruise-in Schedule for 2019

Visit www.DVAAC.com for details

You may mail your dues check to our secretary/treasurer, Jim Likis, 4572 Eagle Point Drive, Birmingham, Al 35242. Checks should be made payable to Dixie Vintage Antique Automobile Club. Thank you!"

Dixie Vintage Events

Monday, MARCH 04, 2019, 6:PM,
Dixie Vintage Business
Meeting, Customs Cafe
1845 Montgomery Hwy, 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 205-222-4577alfanojm4@bellsouth.net
Ed Zanaty 205-942-1312 ezanaty@bellsouth.net

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.

KRISPY KREME CRUISE-IN WILL MOVE TO A NEW LOCATION

Due to safety and legal concerns the Krispy Kreme Cruise-in will change locations. We are in discussions to use the Green Valley Elementary School Parking Lot on Old Columbiana Road. The parking lot is behind the Krispy Kreme building. **In the interim we are canceling the Krispy Kreme Cruise-in scheduled for March 2, 2019. I repeat, the March 2nd cruise-in is canceled.** Please do not park any vehicle in the area we have formally used as our cruise-in. Additional information will be forthcoming soon.

Sincerely,

Gary Adams

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 member needing a name tag will complete an 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

Williams, Randy & Monica
Mt Olive, AL 35117
1972 Chevrolet C-10 Pickup



Carter, Willie & Pamela
Birmingham, AL 35242
1955 Chevrolet 2 dr HT



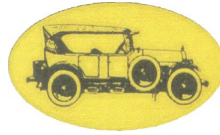
Carpenter, Dale & Becky
Birmingham, AL 35242
1926 Ford Model T Sedan
1930 Ford Model A Coupe
1931 Ford Model A Coupe



I found some pictures of same make and model cars and truck that our new members own. We hope to see their cars at our upcoming events.

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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Jim Likis, Treasurer
Bill Cooch
Jim Black

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dalebaker001@att.net
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Birmingham, AL 35242
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Spring Time Preparation

By John E. Krauser

The annual Cruise-In Season (April-October) begins soon. While Birmingham winter weather patterns allow us to drive our old cars to Krispy Kreme, folks in other parts of the country take their snow blowers and plows out for a spin. El Nino's grip on our weather should slowly loosen over the next month. The month of March is a good time to perform routine maintenance for the events ahead. I hope to get many maintenance items done during March. (Well, at least I will try.)

Summer heat causes extreme conditions under the hood. Overheating and vapor lock top the list. I know differences exist among our rides and how they respond to various conditions. Overheating can be a major issue. I recently had a radiator core replaced and upgraded from 2 to 3 rows. It was loaded with corrosion that was in part due to electrolysis. If you notice white sediment buildup around the core tubes as I did, electrolysis may be occurring. Check grounding connections.

Fan technology has advanced to where higher CFM replacements are available for given sizes. You may want to consider as one option upgrading the fan if the temperature rises much at idle. The thermostat, closed or open, provides needed functions to the system. When closed it helps warm the engine up quickly. When open, the thermostat regulates the coolant flow through the radiator. If the coolant flows too fast, proper cooling may not happen. The temperature drop from radiator top to bottom should be about 15 degrees. The electrical fan I added when AC was installed is now 8 years old. An electrical fan replacement is in order for my ride.

Vapor lock is another issue. E-10 fuel has oxygen added to the manufacturing process. This lowers the boiling point of the fuel. Some people have installed an electric fuel pump with good results. Others have insulated the fuel line between the mechanical pump and the carburetor. I insulated the fuel line on a car and dropped the fuel line temperature from 150 to 102 degrees near the engine block. I added a spacer to separate the carburetor from the intake manifold. The base temperature of the carburetor dropped 12 degrees. An exhaust manifold heat device should not be installed. It's only necessary in cold climates to get the carburetor area warmed up. I had an engine builder suggest checking the intake manifold for a heat riser path. If present, heat is being routed to the carburetor. He suggested making a stainless-steel plug to stop this heated air flow. I read an article that suggested adding a pint of diesel fuel to 10 gallons of gasoline to lower the boiling point. Another idea is to add Marvel Mystery Oil (4 ounces for 10 gallons of fuel) to lower the boiling point. There are many options available to prevent the issue of vapor lock.

If equipped, AC operation should be checked. If your AC system has a sight glass, you can immediately determine if freon is required. Bubbles in the glass indicate low freon. The low-pressure side of the system can be measured if you have the gauges. This pressure reading is usually related to outside temperature. There are charts online that provide good information about pressure and temperature. Generally ambient air temperature around 80 degrees would require a low pressure reading of around 40psi. This is just a general guideline that I found. Your AC manufacturer should have the exact number for your system. Most gauges have a yellow hose for the freon attachment. If you use this method of charging, always add freon to the low side pressure valve, NEVER the high side. An explosion can occur.

Add an oil change to your spring maintenance list. I have read where it is better to have fresh oil in the engine while it is seeing limited use. Contaminants in old oil could cause harm to internal engine surfaces. Then there is the question of what type of oil to use. There are many options. I have read articles that suggest 30 weight for 50's and 60's cars. Most engines in that era have flat tappet lifters making the additive ZDDP necessary to prevent wear. That product can be found in some oils and many aftermarket additives.

The electrical system in our cars can be the source of hot start issues. Proper connections are a must. A star washer between a cable's connector and body member can help with a good connection. Avoid connecting ground cables to the exhaust manifold. Stainless steel nuts, washers and bolts are considered poor conductors of current. One-gauge wire is suggested for both positive and negative battery cables. The battery/starter motor is considered a direct current (DC) series circuit. Current flow is the same throughout a DC series circuit. There will be a voltage drop if a smaller gauge wire is used on the negative battery post. If there is not enough voltage present while cranking the starter, ignition voltage may be low resulting in lower energy to the spark plugs and thus a more difficult start. And if possible, check the battery's cranking amp capacity. Usually a 12.6-volt battery should have 10 volts or more at rated cranking amps capacity. Check the electrical system servicing the spark plugs as well. High voltage can arc if passing through failing wire insulation or cracked distributor caps. **Continued on page 8.**



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DVAAC members Steve and Connie Owen plus member Pat Krauser were out to enjoy sunshine and some really cool rides during a recent car event.



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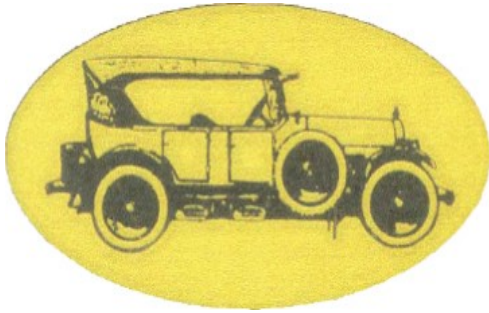
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www.dvaac.com



For Sale: DVAAC member Larry Riggs is selling four wheel covers from 1968-82 GM Corvette/Camaro. The price is \$100.00 for all four. Larry's number is 205-937-1005.

Continued from page 3.

Check tires carefully. Some thinking suggests that tires be replaced at the 10-year mark. Most of our 10-year-old tires have little treadwear. Sidewalls tend to fail and show hairline cracks, especially if they sit in one position for months at a time. Valve stems should be examined as well. Do not forget the valve caps. They can split open with age.

There is debate about using old wheels with steel belted radial tires. I am currently looking for an article written last year that gives a very good breakdown of this situation. For now, if you have old wheels with steel belts, check the outer two curved areas of the wheel for any stress lines that may indicate the wheel is starting to fracture.

One article I posted in a previous newsletter concerned brake fluid. The author presented many facts about how brake fluid loses its characteristics over a year due to heat. Consider changing the fluid while you are inspecting the brakes, pads and lines.

Many older automatic transmissions do not have a cooling line for the fluid. It may be a good time to inspect the transmission fluid and overall operating condition now.

Car events start at the end of this month. Dixie Vintage's first major event is on April 27th. Washing, waxing and detailing could be the final Spring Maintenance added touch.

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