



Dixie Vintage Antique Automobile Club, Inc Newsletter

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

February 2020 Hoover, Alabama



Dixie Vintage Cruise-In@ Hoover Tac meets the 1st Saturday each month year round 7A-11A.

Visit <http://WWW.DVAAC.COM> for more information about Dixie Vintage Antique Automobile Club.

You may mail your dues (\$20) check to our 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

Non-Dixie Vintage Events

Dixie Vintage Cruise-In at Hoover Tactical
Saturday, February 1, 2020
1621 Montgomery Highway, Hoover, Alabama 35226
7:00 am - 11:00 am
Ed Zanaty 205 942-1312

[See Dixie Vintage web-site for regular monthly events.](#)

Dixie Vintage Business Meeting
Monday Evening, 6:00 pm, February 3, 2020
Nino's Italian Restaurant
2698 Pelham Parkway
Pelham, Alabama 35124
Ed Zanaty 205 942-1312
Steve Owen 205 567-2735

[CARS FOR A CURE Car Show in Fultondale.](#)

Saturday, March 28, 2020, 9AM-2PM,
See Flier inside for more info.

Saturday, April 25, 2020, 9AM-3PM, Dixie Vintage Annual Car Show at Veterans Park, In Partnership with Celebrate Hoover Day. All members please bring your old car! We also need you to Volunteer! Contact Ed Zanaty, Edward.zanaty@gmail.com, Joe Alfano alfano4@bellsouth.net, or Gary Adams gadams2@bellsouth.net

The 2020 Dixie Vintage Member Decal is now available upon payment (\$20) of your 2020 Club Dues.

Each decal is individually numbered for the 2020 club year and is to be affixed to the outside of the lower left hand corner of the driver's side windshield .



"Dixie Vintage Cruise-in at Hoover Tactical "

The Cruise-in will be held on the first Saturday of each month starting at 7:00AM. We will vacate the lot by 11:00A. Upon arrival at the cruise-in please park in spaces closest to Hwy 31 between Hoover Tactical and O'Reilly Auto parts. The other side of the parking lot is reserved for Hoover Tactical customers.

The club will provide one Krispy Kreme doughnut and a cup of coffee for members and visitors who bring their old car. Doughnuts will be served from 7:30 until 9:30AM. We may adjust the doughnut & coffee times for future cruise-ins.

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

Thad & Kerri Brown
McCalla, AL
1967 Corvette Coup

Patrick & Erica Halle
Gordo, AL
1963 Volkswagen Beetle

John Morykwas
Montgomery, AL
1985 Chrysler Convertible T&C
1989 Chrysler TC Maserati Convertible
1995 Chrysler Lebaron Convertible GTC LX

John & Ian Peden
Pike Road, AL
1923 Rolls Royce Silver Ghost
1932 Ford
1984 Rolls Royce

More new members listed on the left side of page 4.

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

205-706-7614

Jim Likis, Treasurer

Bill Cooch

Jim Black

2019 Officers

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edward.zanaty@gmail.com

205-942-1312

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Dalebaker001@att.net

205-807-6581

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Birmingham, AL 35242

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205-999-4561

Ed Keller, Chaplin

ekeller@dixiecrane.com

205-832-5424

Gary Adams, Webmaster

It's a Hemi

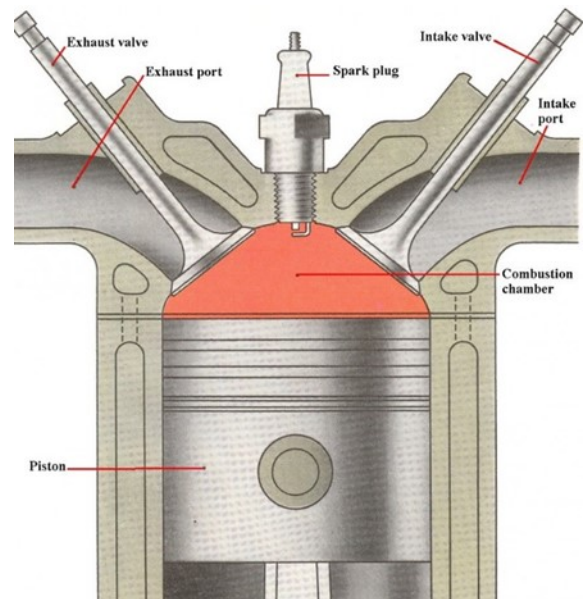
by
John E. Krauser

When MoPar comes up in a conversation you can bet the Hemi engine will be part of that discussion. The Chrysler Corporation will forever be tied to that high-performance engine in their luxury and muscle cars that populated many American streets between 1951 to 1971. That era was a great time for the automotive industry.

The first Hemi engine was designed at the turn of the 20th Century, 1904 to be exact. Alan and Fred Welch manufactured bicycles as their primary business. They started experimenting with the automotive manufacturing process at their Chelsea, MI facility. Soon after, they moved to Pontiac, MI to produce cars. They are credited for the development of the first Hemi Engine. It was a two-cylinder engine with an overhead camshaft. The engine produced 20 horsepower. As General Motors became a dominant force in the auto industry it purchased and merged with other car makers. Welch Motor Company was one of those purchases. Welch's Hemi design was discontinued by GM. Yet the basic engine design was used as a blueprint for military aircraft in WWII and beyond. There were other manufacturers who worked on the engine's design, and built and used them, as well.

Pictured to the right is a Chrysler Gen I Hemi design. It is a fairly simple design. The combustion chamber is like one-half of a sphere with a hollow inside. Spark plug location is dead center at the top which reduces the distance between the spark and air/fuel mixture. Valve placement and size allows bigger valves to move air/fuel in and exhaust out quicker. Thus, the dome piston adds more compression. This combination produces more horsepower.

The Chrysler Corporation is given credit for making this engine work in the modern automobile. Three generations of Hemi's were produced by Chrysler. The first generation was built from 1951 to 1958. This engine was known as the Chrysler Fire Power engine. The second generation of Hemi's were produced from 1964 to 1971. And the third generation started in 2003. Old Car enthusiasts of today are most familiar with Gen I & Gen II engines. I have picked a few engines to highlight from Gen I and Gen II while passing on the Gen III versions for now.



First Generation Hemi (1951-1958)

At 331 cubic inches the first Fire Power engine was used between 1951-1955. A two-barrel carburetor produced 180 horsepower. The 1955 C-300 Chrysler had two four-barrel carburetors and made 300 horsepower. Chrysler's luxury line of cars such as the New Yorker used this engine.

354 cubic inches arrived in 1956. Horsepower was listed between 280 and 355 depending on fuel delivery methods. The cars and trucks that followed had a version of this engine.

The 392 cubic inch engine was released in 1957. There were two configurations available for purchase: 325 hp with 9.25:1 compression and 345 hp with 10:1 compression. A single four-barrel carburetor was its fuel source. There was a dual four-barrel version of the 392 made available in the 1957-58 Chrysler 300C & 300D. The horsepower rating was 375 hp.

Chrysler experimented with fuel injection on the 392 cubic inch engine. "Electrojector", as it was known, was a failure. Gm also tried a fuel injection system that suffered the same fate. Electronic technology was not advanced enough at this time to be employed as the control source for fuel injection. There will be a future article about the history of automotive electronics. Stay tuned.

The first generation Hemi was found in the following vehicles:

Chrysler and Imperial: Fire Power (331, 354, 392 ci)

Desoto: Fire Dome (276, 291, 330, 341, 345 ci)

Dodge: Red Ram (241, 270, 315, 325 ci)

A Power Giant 354 cubic inch engine was used in some heavy trucks. **Continued on page 7.**

**DIXIE VINTAGE
ANTIQUÉ & CLASSIC CAR SHOW**

APRIL 25, 2020

IN PARTNERSHIP WITH
CELEBRATE HOOVER DAY

VETERANS PARK HOOVER, ALABAMA



New Car Members

Continued from page 2.

Nelson Randolph
Pelham, AL
2011 Chevy Camaro SS


Ken Brady
Ashville, AL
2004 Pontiac GTO

Mark and Andrea Tolle
1957 Ford Fairlane 500 2dr
1957 Ford Fairlane 500 Skyliner
2016 Ford Mustang GT

The drawing for the raffle will be held at 10:00 am on the day of our monthly cruise-in. You must be present to win. In order to be eligible to participate in the raffle, you must be a member in good standing with the club with current dues having been paid.

2nd Annual

Cars for a Cure



All Proceeds Go To Support Amaranth Diabetes Research

<i>Saturday, March 28, 2020</i> 9 AM until 2 PM <i>Registration</i> \$15 Before the show \$20 The day of the show	<i>Wintzell's Parking Lot</i> 3339 Lowery Parkway Fultondale, AL 35068 Walker Chapel Road Exit 267 off I-65
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All Vehicles Welcome

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For More Info: Peggy **205-602-6463** peggymullinax@yahoo.com
or Johnny **205-296-1409** jem8630@aol.com

Pictured right is Dixie Vintage member Mark Sanders and his family. He organized a car event at Helena High School on Jan. 18th. The weather did not cooperate thus limiting participation of classic cars. Let's hope he can get another event scheduled.



1st Annual Helena Athletic Association

"Diamond Club" Car Show



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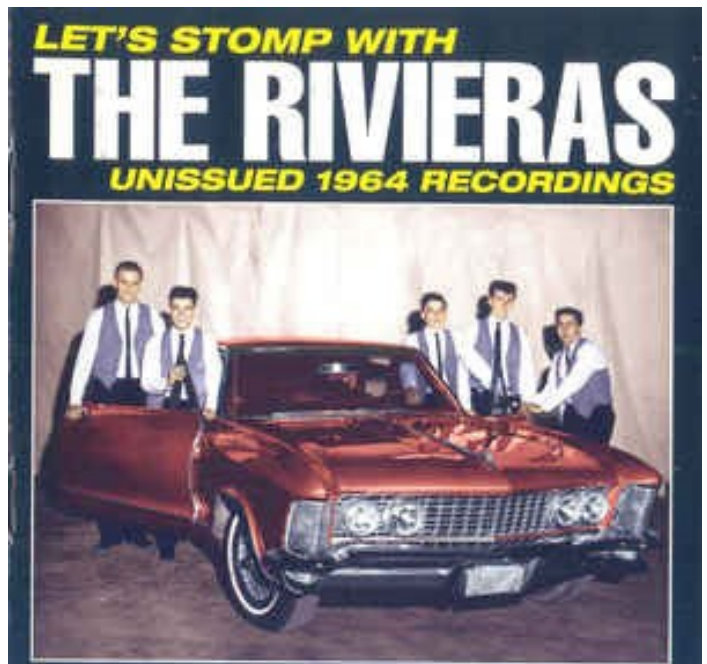
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F.Y.I.

Recently on Dixie Vintage's Facebook page there was an article with pictures about the Buick Riviera. It was truly a fine car by any measure. In the early 1960s, cars were becoming a bigger part of our lives. An earlier article in this newsletter described the "Golden Age of Radio" during this time. AM radio and cars were a large part of our existence.

The Frat Rock movement of the early 60's produced many bands including one that loved General Motor's Buick Riviera. That band called themselves "The Rivieras". The group of teenagers that made up the band was from Studebaker's hometown of South Bend, IN. All the original members attended South Bend Central High School. This high school was noted for being a powerhouse in basketball. The college basketball coach whose team won 88 straight games at UCLA once coached at Central High. His name, John Wooden.

Now back to the Rivieras. The group had twenty songs that were considered hits. Their best hit was the song "California Sun". It was followed by "Let's Dance". Some of the band's original members quit soon after "California Sun" rose in the charts. One replacement member was a guy named Willie Gaut (vocals, rhythm guitar). I happened to know him. The band broke up after two years with the new members. The British invasion also helped end the band's run at success.

The Buick Rivieras produced from 1963-65 appear to be the most desirable ones to collect. The second generation ran from 1966-70. The entire run of Rivieras ran from 1963 to 1999. There were eight generations of the Riviera. A total of 1,127,261 of this model were produced.

It's been twenty years since the last Riviera was built and about fifty-five years since the "Riviera's" played songs. Modern technology provides us with many ways to listen to "California Sun" and summertime Cruise-Ins create an environment where we may be able to see one of the finest cars Buick manufactured!

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Continued from page 3. Second Generation Hemi (1964-1971)-

In 1964 the Hemi head design was reintroduced and the engine was known as a Hemi. Chrysler would trademark this name for the engine. The 426 cubic inch engine was referred to as "The Elephant". The engine was developed for the NASCAR Circuit. Richard Petty used this engine at Daytona where he won the 500 in 1964.

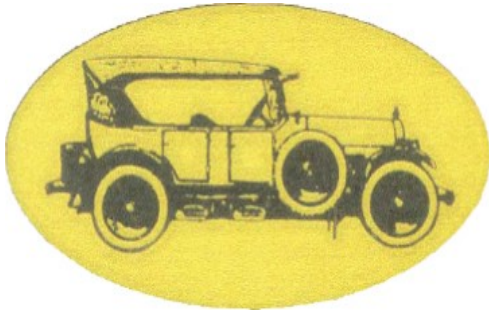
There were no plans to sell this engine to the public. Only 11,000 were made because cost was very high for the consumer market. The limited number of engines made did not qualify it to be used in 1965 on the NASCAR Circuit.

For 1966 Chrysler de-tuned the engine to 425 horsepower and made it affordable for the consumer market. This version had dual four-barrel carburetors and was referred to as the street version engine.

The street version of the Generation II Hemi engine was used (optionally) in the following vehicles:

- 1966-1970 Dodge Coronet/Plymouth Belvedere
- 1966-1971 Plymouth Satellite
- 1966-1971 Dodge Charger
- 1967-1971 Plymouth GTX
- 1968 Dodge Dart SS (SuperStock)
- 1968 Plymouth Barracuda SS
- 1968-1971 Dodge Super Bee
- 1968-1971 Plymouth Road Runner
- 1969 Dodge Charger Daytona
- 1970 Plymouth Superbird
- 1970-1971 Plymouth Barracuda
- 1970-1971 Dodge Challenger

This article is just a sample of information on Chrysler's contribution to the "Muscle Car" era. There are many sources of information written about the Chrysler Corporation's involvement in automobile production. There is a television show on the "Velocity Channel" that is entirely devoted to the restoration of Dodge and Plymouth Muscle Cars built during from the 1960s to the early 1970s. During the course of the Cruise-In season we see a few MoPar cars in the lot. They are mighty fine rides.



**Dixie Vintage Antique
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