



Dixie Vintage Antique Automobile Club, Inc Newsletter

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

August 2020 Hoover, Alabama



Hoover TACTICAL FIREARMS
BUY SELL TRADE
Dixie Vintage Cruise-In@ Hoover Tac meets on 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

UPDATED INFORMATION:

Dixie Vintage First Saturday Cruise-In at Hoover Tactical, August 1, 2020, 7 am to 11 am
1621 Montgomery Highway
Hoover, Alabama 35226
There will be no business meeting in August.

SILURIA BREWING CRUISE-IN

Saturday, August 15, 2020. See page 4 for details.

DIXIE VINTAGE CRUISE-IN TROPHY (Pictured right)

Your Dixie Vintage Auto Club will be awarding a trophy to its "Cruise-In Favorite" each 1st Saturday Cruise-In at Hoover Tactical Firearms. There will be no car or truck classes. A rusty original survivor will be as likely to win as a custom with all of its bling. To be eligible, the owner must be current with club dues and, of course, be present to win.

On the morning of the cruise-in, and in order to participate, we ask that you place a note on your dashboard containing your name and the year, make and model of your old car or truck. The officers of the club will do the judging and, of course, they will not be eligible to win. We would like to have at least twenty-five cruise-in vehicles present before starting our consideration. To allow most of the club cars and trucks to be present, we will start the consideration of the entrants about 9:00 am and announce the winner at 10:00 am. We would then like to take a picture of you and your winning ride with the trophy and publish it in the next club newsletter.

Non-Dixie Vintage Events

See Dixie Vintage web-site for regular monthly events.



"Dixie Vintage Cruise-in at Hoover Tactical "

The first Saturday morning is restarting on June 6th 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.

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

Larry and Regina Eisner
1956 Ford Thunderbird
Welcome aboard Larry and Regina!.

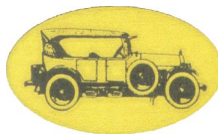
Pictured is a 1956 Ford Thunderbird that appeared in the movie "American Graffiti. A lady who remained nameless in the movie "American Graffiti" drove it.



15,631 is believed to be the number produced for 1956.

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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Gary Adams, Webmaster

Cool rides In and Out
by
John E. Krauser

Climate zone 8 has a long growing season with extremely hot and humid summers. Zone 8 is considered to be one of the warmest plant hardiness zones in the southern United States. While this is great for those who like to work with landscape and gardening materials, zone 8 presents some real challenges for those of us who own classic rides. Keeping the engine at proper operating temperature in a hot climate can be taxing.

Driving in a cool passenger compartment is considered a must for many who embrace this fine hobby. However, there are some hard-core collectors who would not add an air-conditioning system to a classic car if the system was not available from the factory. And many of those original factory systems are no longer available. Even so, the demand for aftermarket AC systems is large. And manufacturers have stepped up to provide modern efficient air conditioning units for our old cars.

Many of the cars present at local Cruse-ins have air conditioning systems already installed. Much of the information to follow has already been employed by those who have added air conditioning. I am injecting some of my experiences as related to installing AC in my 62 Studebaker Hawk. But first, a little history about the automobile AC Systems.

A few high-end cars like Packard and Cadillac had AC in the 1940's. In the early 1950's, Chrysler's Imperial had a trunk mounted system that claimed to drop interior temperature by 30 degrees in about 5 minutes. On Motor Trend's Television Channel, one car show featured an owner of a Cadillac who wanted an original AC system installed. It was a trunk mounted system. I believe the car was a 1953. The price tag for the working and non-working AC system parts approached \$50,000.00.

In the 1960's AC started to become more affordable and efficient. General Motors had AC systems built by Frigidaire who happened to be one of the most recognized refrigerator brands at the time. Around 1970, GM reported that half of all automobile purchases included air conditioning. I had a 1972 Chevy Impala with a Frigidaire compressor. When the compressor engaged, a solenoid/plunger assembly was activated that was used at the carburetor to restore proper idle RPM. The compressor consumed many horsepower.

We added air conditioning several years ago to the 62 Hawk's engine while it was getting rebuilt. I used Vintage Air's product line as they had developed a compressor bracket and idler pulley for the Studebaker 289 engine. This made the install much easier and looked remarkably close to a factory install. Their choice of compressors was the ever-efficient Sanden unit that is found on most newer vehicles. The evaporator coil housing was close in design to what Studebaker had at that time. The passenger compartment was insulated during the rebuild. Floor pan temperature dropped 20 degrees after the insulation was installed.

I kept both the cooling and electrical systems stock at first. The Studebaker 289 V-8 engine's operating temperature for 1962 is listed at 180 degrees. When the AC was running the temperature jumped to 190 degrees while driving. At idle the temperature was going over 200 degrees. Over time it got hotter. This engine should not run above 210 for an exceptionally long period of time. I had access to a thermal imager and looked at the radiator. There were cold spots indicating some blockage in the coolant flow of the two-row radiator. I was able to get a 3-row replacement installed in the original upper and lower tanks. This lowered the driving temperature to about 176 degrees. Still at idle the temperature climbs toward 200 degrees. Water pumps are now made for this engine that use larger vanes and a longer vane shaft thus moving more water. The three-row radiator can handle an increased water flow.

The electric fan that came with the Vintage Air system was probably designed over a decade ago. A newer fan design with more CFM should help the idle overheating issue. An electric fan air flow of 2500 CFM is recommended for engines in this cubic inch range. Some experts recommend a 3500 CFM fan for big block engines.

An alternative to standard antifreeze is to use waterless coolant products. I have not done much research on these products but have been told that engine temperatures can be reduced up to 20 degrees. This is something to consider. The Hawk's original cooling system design has been altered to accommodate the air conditioner's heat load.

This car's original electrical charging system employs a 35-amp generator and mechanical voltage regulator. For a year or so the charging system worked fine. That all changed one night when leaving the Fultondale Car show. The car started fine but there was no charging system. Luckily within a couple of minutes, the regulator started working and we got home okay. It is a forty-mile drive.

Continued on page 4.

Continued from page 3.

I checked the regulator and found the battery terminal connector had melted. When the regulator was cool there was an open connection. A rise in the engine temperature heated the internal working of the regulator and it started charging. I made a repair to the terminal and it held up.

A few months later the generator failed. It had overheated. At this point I decided to upgrade the charging system to an alternator with a 50-amp output and internal voltage regulation. The electrical system functions well.

R-134A freon and charging kits are readily available making it easy to keep the system in peak performance condition. The simple charging device has a connection that will only fit the "low side" of the AC unit. This is where freon is added. Some call the "low side" the suction side. It is the low-pressure portion of the system. The average pressure of the "low side" when external temperatures are around 90 degrees is around 40 pounds of pressure. Do not over charge the system. And never attempt to add freon to the high-pressure side.

A couple of different articles stated that freon should be evacuated from the system about every four years. Then use new freon and add the prescribed amount as published by the manufacturer. This is usually stated in ounces of freon. Some systems require an exact amount such as 24 ounces, while other systems may give a range of 25-28 ounces.

After five years the Hawk's AC cooling was diminishing. Pressure gauges indicated that compression of the freon was not taking place. It appeared as if the compressor was failing. We removed the freon and replaced it with new freon adding the proper weight as listed for the unit. Cooling was fine. We have an older daily driver that had not required any AC service for years. But this year the same situation occurred as described above. We performed the same service and added new freon. This solved the issue.

Let us keep things cool that need to be cool and enjoy the remaining summer shows such as the one listed below.



**SILURIA
BREWING
CRUISE-IN**

**Hosted By
Dixie Vintage Auto Club**

Siluria Brewing welcomes
antiques, hot rods, and modified vehicles on
August 15, 2020
12-3pm, rain or shine

Free beer sample to DVAAC members with name tag
Music by 93.3 FM The River
Taco Food Truck

**145 1st Avenue West
Alabaster, AL 35007**

FOLLOW SIGNS TO PARK IN CRUISER PARKING AREA ONLY

for more info:
Joe Alfano (205) 222-4577, Steve Owen (205) 567-2723, Ed Zanaty (205) 585-8540

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On the second Saturday of each month cars gather at a shopping center off Exit 1 @I-459 in McCalla. Many car folks braved the heat to show of their vehicles in July.

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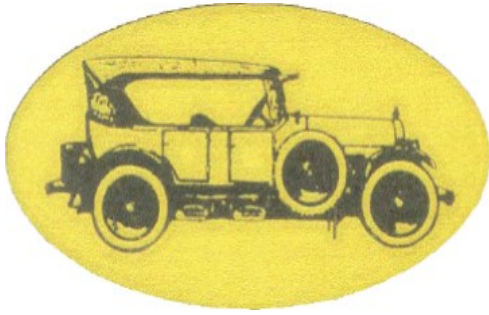
"For Sale: 1957 Chevy Bel Air; 2-dr hard top; black exterior/black interior; 327 small block V-8 and 2-speed Power Glide transmission - both from a 1967 Chevy Impala; sport wheels (have on hand original style hubcaps and spinners to fit original steel wheels); new Holly 4BBL carburetor; chrome valve covers and air filter cover; electric fuel pump; runs very smooth, great cruising car. Price: \$39,950. Call Phil Duke at 205-492-5758."

Phil has provided a long list of renovations and upgrades done to car. To see them click on the PDF icon located to the right.



Phil Duke PDF.pdf





Dixie Vintage Antique
Automobile Club, Inc.
4572 Eagle Point Drive
Birmingham, AL
35242-6942
www.dvaac.com

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



Congratulations to William Lehman (pictured left) for taking home the "Cruise-In Favorite" trophy at the 1st Saturday cruise in at Hoover tactical with his beautiful 1966 Pontiac GTO Frame off restoration featuring Pontiac 389 CI engine, Fuel injection by FAST, 700R4 transmission, 4 Wheel Disk brakes, Dakota digital gauges.

The first generation GTO was manufactured from 1964 to 1967. The first GTO (64) was an option package for the Le Mans not the Tempest . The GTO package was available in the two-door sedan, hardtop coupe, and convertible. For \$296, it included the 389 in V8.

(Note Le Mans was Originally a trim upgrade on the Tempest.)

The standard 66 GTO engine was a 389 cubic-inch, four barrel carburetor with 335 horse power. The GTO option was rated at 360 horsepower and had three two-barrel carburetors. The base price for a 66 GTO sports coupe was \$2,783. A hardtop was \$2,847 and convertible was priced at \$3,082.

Ed Zanaty, President, pictured left above, presents William Lehman and his beautiful 1966 GTO with the "Cruise-In Favorite of the Month, 2020" trophy at the July 1st Saturday Cruise-In. Congratulations, William!



Jack's Hamburger Restaurant in Moody hosts a Cruise-In on the 3rd Saturday each month April-October. Pictured above is a small sample of some fine cars that were in attendance despite the hot temperatures.