

Dixie Vintage Antique Automobile Club, Inc Newsletter

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

December 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:

Ed Zanaty, 1312 Forest Ridge Court, Birmingham, AL 35226.

Checks should be made payable to Dixie Vintage Antique Automobile Club. Thank you!

Dixie Vintage Events

Dixie Vintage First Saturday Cruise-In, December 5, 2020, Hoover Tactical Firearms, 7-11 am, 1621 Montgomery Highway, Hoover, Alabama 35226. Social Distancing and Face Coverings Required.

Dixie Vintage Business meeting, Monday 6:PM, December 7, 2020, Nino's Italian Restaurant, 2698 Pelham Pkwy, Pelham, AL. We will be nominating officers for 2021 at this meeting. Also, since Christmas party was canceled it is OK to wear your Christmas sweater! Social distancing and face covering required.

Due to the rise in Covid-19 cases, the Dixie Vintage Christmas Party scheduled for December 10, 2020 is cancelled. Checks/payment already sent in will be returned.

Non-Dixie Vintage Events

See Dixie Vintage web-site for regular monthly events.



The City of Odenville sponsored an October event to raise money for its police department. Pictured above is one example of the many fine rides on display. More pictures on page 4.

COME SUPPORT
TOYS FOR TOTS
BRING A TOY TO THE
DECEMBER DVAAC CRUISE-IN

December 5, 2020
Hoover Tactical
please bring new, unwrapped toys

"Dixie Vintage Cruise-in at Hoover Tactical "

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

Michael and Angela Pearson
Maylene, Alabama
2019 ZO6 Corvette Convertible
2002 Corvette Convertible

Jack and Carma Holland
Mount Olive, Alabama
1956 Chevy 4dr Bel Air

Jeff DeShazo
McCalla, Alabama
1947 Packard Custom Super Clipper Sedan

Tom and Susan Griffith
Ashville, Alabama
1961 Volkswagen Ragtop
1971 Volkswagen Westfalia Bus

James Williams
Hoover, Alabama
1968 Mercury Cougar Coupe

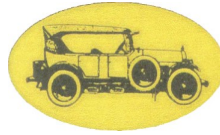
George and Tricia Sadowski
Maylene, Alabama
1967 Pontiac Firebird

Welcome to the Club!!

Winner of the Raffle:
Ronnie Contorno
Congrats Ronnie!

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

Ed Zanaty, President

edward.zanaty@gmail.com

205-942-1312

Dale Baker, Vice President Emeritus

Dalebaker001@att.net

205-807-6581

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Birmingham, Al 35242

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Mike Likis, Membership

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Ed Keller, Chaplin

Check the fuse again dummy

by

John E. Krauser

Last summer while cutting grass I decided to take a break from the heat. Riding a lawn tractor with a 54-inch cutting deck can be taxing after 3 hours. I parked the tractor near a garage where it normally is stored. About an hour after stopping I decided to finish the job. Turned the key and nothing happened. No indicator lights came on. The circuit was totally dead. The first thing I did was look at all the fuses, and they appeared to be okay. The battery was seven years old and maybe it was time for a replacement. Battery voltage was 12.4 volts. Okay that is a little low, but the dash panel still should have been working.

Rather than go any farther, I finished with a 21-inch push mower. There were a couple of areas too small for the tractor, so I needed to use the push mower anyway. I covered the tractor up and left it for another day. A couple of days later I checked and still no change. I grabbed my volt-ohm meter and checked each fuse again. All were okay. I had other projects, so the tractor got covered again.

Two days later it was time to fix the issue. Online, I found a general wiring diagram on the tractor's engine electrical operation and used it as a rough guide. I disconnected each connector in the harness and checked for any mechanical issues such as a broken wire or pushed pin. Everything was okay. I started checking for continuity from the ignition switch to the top of the fuse holder. Okay here. I continued to check from the bottom of the fuse holder to the next connection point. This checked good, as well. There was one more length of cable with two connection points. Both were okay.

The 12-volt power source for the dash panel comes from a connection located at the starter terminal. Voltage was present here. I worked in reverse order plugging in each connector and checking voltage. Voltage was good to the bottom of the fuse holder. I reinserted the fuse and tried to start the tractor. Nothing happened.

Next, I located my fuse replacement kit looking for a 15-amp fuse. There were none in the kit. My 2001 Jeep uses the same style of fuse. I grabbed a spare 15-amp fuse from the Jeep, inserted it into the holder, and proceeded to cut grass.

Now, the moral of the story. I could have just replaced the fuse and solved the problem right away. That method is known as the "shotgun approach". Just change parts until the problem is solved. I had the time to look over the wiring system of the tractor, inspect, and learn about how it works. I determined that somewhere in the fuse's link a hairline crack existed that opened when the fuse holder's mechanical pressure was applied to the fuse body. That is why the fuse checked okay, out of the circuit. The 12-volt system above is no different than what you may find in our classic rides.

During my television engineering career, I had to trouble shoot all kinds electrical and electronic equipment used in remote television events. The key to quickly finding an issue was to look at the whole circuit or system. Then, determine what half of the system could be causing the problem, proceed to check it out, and then cut that portion in half again.

The same approach can be employed in trouble shooting an engine problem with our classic cars. For example, say a carbureted engine will not start but it cranks okay. Two ingredients are required to run: fuel and spark. Quickly determine what is missing. If there is good spark the trouble shooting turns to fuel. You have now eliminated one-half of the potential problem. Is there gasoline getting into the carburetor? If not, you have a fuel delivery problem. This could be caused by a failing fuel pump or vapor lock. If there is fuel flowing into the carburetor the engine could be flooded. You can now take action to try and clear fuel out of the cylinders.

I have enjoyed trouble shooting both electronic and mechanical problems in my career and car hobby. I learn much about the operation of the equipment while repairing the problem. The key for me is to isolate the problem to a small area quickly so I do not "spin my wheels". Spinning the wheels quickly may be fine when power is applied to one of the Studebaker's Dana 44 twin traction axles but not so when fixing problems. Walking away for a few minutes and starting over can be a benefit. But when all else fails, check the fuse again dummy. **More on page 7.**



Pictured are samples of vehicles that were present for a recent car event in Odenville, AL. About 234 cars were in attendance along with a collection of old farm tractors.



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Dixie Vintage at Hoover Tac weather started out good as seen on page 8 when the monthly awards were presented. Shortly after it started to rain. The parking lot cleared quickly.

COME SUPPORT

BRING A TOY TO THE
DECEMBER DVAAC CRUISE-IN

December 5, 2020
Hoover Tactical
please bring new, unwrapped toys



A local church in Pelham sponsored an outing last month. They asked if we could provide a couple of cars for the event. Far right is Joe Ziegler's 1950 Buick; Center is Gary Adams' 1977 Pontiac; and left is John Krauser's 1963 Studebaker.

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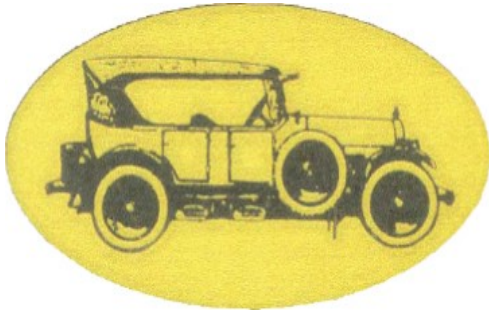
Continued from page 3.

Pictured below is the type of fuse that had the problem. Fuses of this type are color coded. Blue means it is a 15-amp fuse. The left picture fuse is good with the arrow pointing to the link. The middle picture shows a fuse where the link has melted, indicating that an over-current (short circuit) has occurred.

The right picture is the female side of a Molex connector. They are manufactured in many different styles from a single wire connector to a multi wire connector. These connectors are exceptionally durable and are employed in many equipment power distribution systems. Television equipment is loaded with them. Some replacement and additional wiring harnesses for our classic cars employ these connectors. With age and heat, the white shell tends to turn yellow and gets brittle. If you encounter an older connector and need to disconnect, handle with care. Sometimes the shell will crack, and you will see it. Other times the crack may be internal.

If you unplug the connector for testing and inspection, use caution when you reconnect the male and female ends. As indicated by the arrow the pin may get pushed back into the connector body if the mechanism that holds the pin has broken. It is worth looking at the connector after you reconnect it, just to insure there is a good mechanical connection. Electricity will flow and you are ready to ride.





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

www.dvaac.com

The 2021 Dixie
Vintage Member
Decal is now
available upon
payment (\$20) of
your 2021 Club
Dues.



Each month DVAAC President Ed Zanaty presents the Dixie Vintage Auto Club's award trophy to two current club paying members. A picture of the trophy is to the right.



Winner of the November 2020 Cruise-In Favorite Trophy is Rod Conard who is pictured below with his 1956 Packard Caribbean.

Winner of the November 2020 Cruise-In Favorite Trophy is Bob Feld who is pictured with his 32 Ford Roadster.

