



Dixie Vintage Antique Automobile Club, Inc Newsletter

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

January 2021 Hoover, Alabama



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

Non-Dixie Vintage Events

Dixie Vintage Monthly Cruise-In:

See Dixie Vintage web-site for regular monthly events.

NOTE: January Cruise-in date/time change from 1st Saturday to 2nd Saturday for January only:

Saturday, January 9, 2021

8:00 am until 11:00 am.

Hoover Tactical Firearms,
Social Distancing and Face Coverings will be required.

Dixie Vintage will **not** have a Business Meeting in January 2021.

FROSTY FREEZE CRUISE-IN

Saturday, January 23, 3:PM-6:PM

Siluria Brewing Co., 145 1st Avenue West, Alabaster.

These fine folks have invited Dixie Vintage members to bring their old cars for a cruise-in.
Entertainment by 93.3 The River.



Hoover Tac was a busy place on the first Saturday of December. Christmas trees were for sale in one area of the parking lot. The Marine's "Toys for Tots" collection was happening well. There are more pictures on page 6.

"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

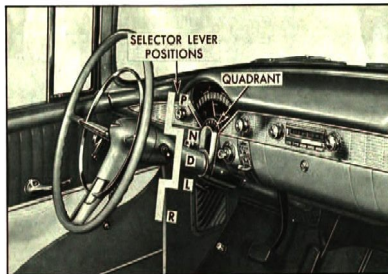
New Members:

Vincent &
Cathy Alfano
Springville, AL
1956 Chevy 210
Welcome to
the Club!

Your new 1956
Chevy 210 may
have been
equipped with
the Powerglide
Automatic
transmission. If
so, the page to
the right would
have instructed
you on its oper-
ation.

Winner of the
Raffle:
Ralph Neely
Congrats Ralph!

DRIVING WITH POWERGLIDE TRANSMISSION



Powerglide is a completely automatic transmission which replaces standard clutch and transmission. Selective control is obtained through the selector lever on the steering column just below the steering wheel.

Fingertip control of the Powerglide transmission is provided by five different positions which are indicated on the Powerglide quadrant in the bottom of the instrument cluster:

- P- **Park.** Holds the car immovable, even on steep grades. Engine can be started and idled in this position.
- N- **Neutral.** Allows engine to be operated with car standing still.
- D- **Drive.** For all normal driving. Transmission automatically selects the range best suited to every driving situation.
- L- **Low.** Use only when pulling through deep snow or sand, climbing or descending very steep hills, and for additional engine braking below 40 mph on dry pavement.
- R- **Reverse.** For backing up. Bring car to a complete stop before selecting this position.

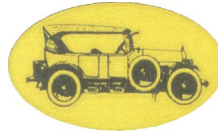
Starting the Engine

1. To start engine selector lever must be in "P" or "N" position as starter is inoperative in other positions. If car is on a hill "P" position is preferred.
 2. Depress accelerator and hold which pre-sets automatic choke.
 3. Turn key starter to Start and release as soon as engine starts. Release accelerator as soon as engine starts which will select the proper fast idle step on carburetor for prevailing temperature.
- Should engine flood, depress accelerator to the floor to open choke while starting. Do not pump accelerator.

CAUTION: Carbon monoxide is a poisonous gas. Never start or run the engine in a closed garage.

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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Ed Keller, Chaplin

The History of Synthetic Motor Oil

by
John E. Krauser

I first became aware of synthetic oil when purchased my 1986 Buick Park Avenue. The GMC dealer In Salem, Indiana suggested using it after changing the break-in oil on the new engine. His suggestion was 10w-30 Mobile 1 synthetic oil. I had not heard of this type of oil before. Turns out that synthetic oil was developed in 1929. As the industrial Age developed in the USA more powerful machines were being made to accommodate the demands for new and better products. Oil product manufactures worked to meet the demand. The 1970's oil shortage pushed the envelope for better fuel economy in all engines. Synthetic oil seemed to be the answer.

As I researched information for this article it was surprising how complicated the whole refinery process for synthetic oil can be. My main focus will be on how the oils are produced and relate to our old and new cars. Synthetic oils are categorized by groups. The group range is from I to V. Below is an overview.

Group I oils (crude oil base) are refined by the solvent refining technology method that is found in older refineries. The resulting oil is basic and is used in less demanding applications. Some automotive oils consist of group I oils, but its usage is limited. Industrial oils are generally group I in nature. The oil's color is amber to golden-brown because of the Sulfur and nitrogen content. Further reduction of these two chemicals result in higher grade oils found in Group II oils.

Group II oils are also crude oil based. The refinement process known as hydrotreating replaces the refinement process of Group I oils. The base oil has less sulfur and nitrogen, thus resulting in a clear and colorless oil which is an improvement over Group I. There is an improvement of the performance as far as wear prevention and cold start viscosity are concerned.

Group III oils are still based in crude oil. However, the process uses hydrogen gas to clean up the oil thus creating new chemical oil structures that result in a highly refined oil. The chemically manufactured oil structures now contained in the oil enhance the performance in the follow areas:

- Fewer exhaust emissions
- Better Fuel economy
- Lower friction within the engine
- Less frequent oil changes
- Better lubrication under temperature extremes
- Higher performing cleaning agents

Group III oils are in most of the synthetic oils we purchase today. But some people state Group III is still a mineral oil (crude based). Others believe that since the oil is chemically altered to an extent, it is a synthetic based oil. It is the level of refinement and additives that make Group III synthetic oils different from conventional mineral oils found in Groups I and II.

Group IV oils are chemically engineered oils (polyalphaolefin (PAO) synthetic base oils) which are created in a chemical plant as opposed to crude oil pumped from the ground. This oil group offers very high-performance characteristics and is used in automobiles in place of Group III oils. True synthetic oil brands made from POA include Royal Purple, AmsOil, and Red-Line.

Group V oils can be found in cosmetic and food processing. These base oils comprise oils not included in Groups I, II, III or IV.

Most conventional motor oils are a combination of Group I and II, along with additives for enhanced performance. The American Petroleum Institute (www.API.org) sets the standards for motor oil. The standard can be found on the motor oil container with a letter of the alphabet. A five-quart container of STP conventional motor oil is in my garage. The letter "S" is on the container. The farther into the alphabet, the letter means that more additives have been blended. You can use a letter "S" oil in an old engine but oil with a letter "A" could not be used in a modern-day engines. Synthetic oils also have the same alphabet designation system. The API website has more information about what additives are contained within a specific letter.

Synthetic Blends tend to be a combination of groups I, II, and III. Benefits to this mix of oils include additives and refinement. But there are still impurities in the oil that limit its performance. One advantage in purchasing the synthetic blend is the lower cost. And the blended oil will perform better than conventional oil.

Continued on page 4.

Continued from page 3.

Group III oils are the most common automotive synthetic oils and contain the phrase, “fully synthetic”. The “fully synthetic” label in today’s world is nothing more than a marketing term. Group III’s oil contains additives that enhance the performance along with the refining process. Group IV is truly synthetic based on the way it is manufactured.

There was a lawsuit in the late 1990s filed by Mobil Oil against Castro oil. Mobil claimed that Castro’s term “Syntec” was not real synthetic oil. The outcome of the lawsuit was determined by the National Advertising Division of the Council of Better Business Bureau. The ruling was in Castro Oil’s favor. Therefore, Group III oils with chemical additives can be labeled as “fully synthetic”. Mobil 1’s base oil is in Group III just like Castro’s motor oil.

Synthetic oil is recommended for all newer cars. The best advice on what to use and when to change the oil can be found in the owner’s manual.

The question is what should be used in our old cars?

There is one thought that synthetic oil is “too slippery” and will cause the seals to leak. In early blends of synthetic oil (1970’s) chemicals were present that destroyed old seals and thus created oil leaks in older cars. That is not the case with today’s oil blends. In fact, synthetics today that are labeled for 75,000 miles and over are formulated to help seals stay healthy and prevent leaks.

If you are considering making the switch from conventional oil to synthetic oil in an older engine, just do it. Adding an oil flush product to help clean the engine’s interior moving parts before making the switch may help remove some sludge buildup. Synthetic oil is a superior product. In our climate the summer heat pushes our engine’s cooling system to the limit. Using an oil that resists breaking down in high heat is a must in the Birmingham area. Many synthetic oils are rated to last 10,000-15,000 miles and up to a year.

In October’s issue I answered the question about “How often should we change the oil”? Here is that information again. Some common threads of thought exist here. Changing the oil at the end of each car show season is considered a good idea. Oil does get acidic due to engine combustion. Shorter driving cycles contribute to this occurrence. The thought is that leaving an engine with limited activity sit over a few months with fresh oil will better protect the internal parts. And remember that flat tappet engines need the zinc additive for lubricating protection between the tappet and camshaft. Neither conventional nor synthetic oil contain zinc in any measurable quantity.

We like to consider our own cars as cool rides. Most of us view any old car as a slick ride regardless of its condition. The internal working of the engine should be slick as well.



2020 Vestavia Hills Christmas Parade Grand Champion Winner is Ronnie Jones. His car is pictured above.



Synthetic Motor oil is available in various sizes ranging from 1 quart to the more common 5 quart container.



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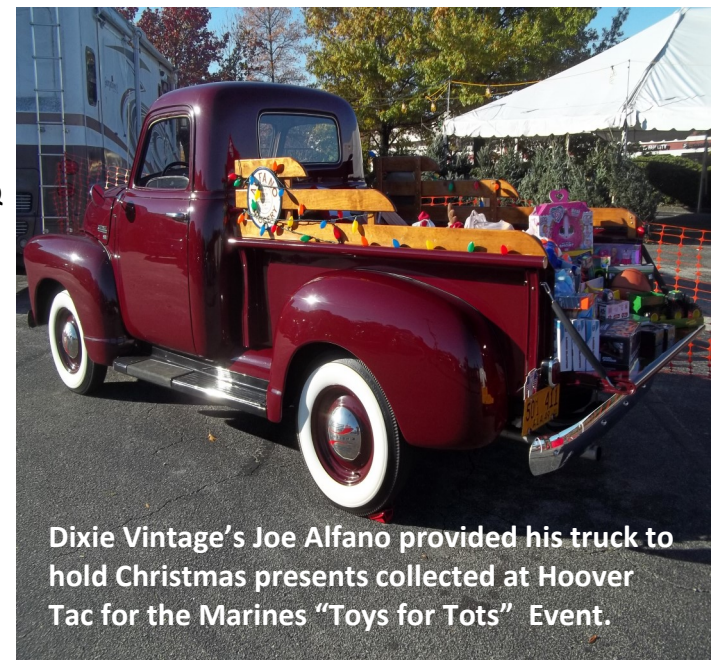
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Dixie Vintage's Joe Alfano provided his truck to hold Christmas presents collected at Hoover Tac for the Marines "Toys for Tots" Event.



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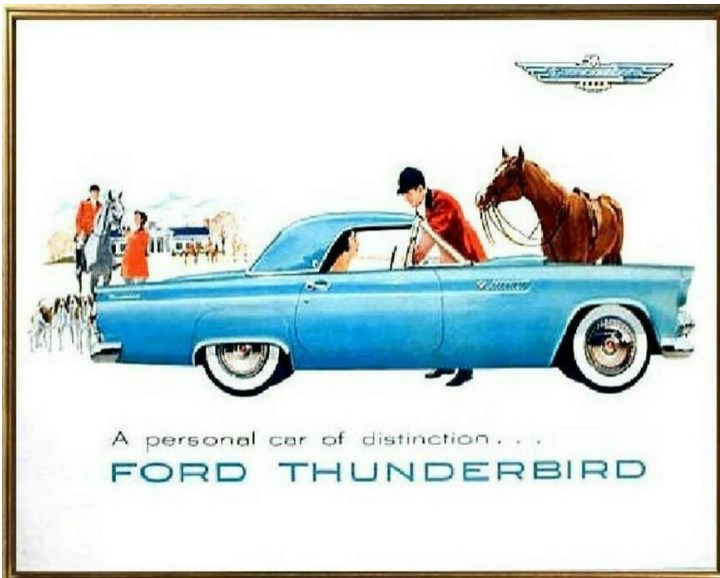
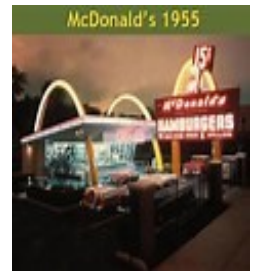
Owners Greg & Sandy Tope

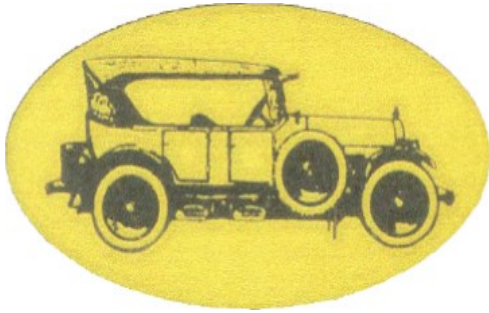


It's 1955

Ford sold cars priced from \$1606 to \$2944.
The base price for the Thunderbird was \$2,444.
Ford planned on making 10,000 T-birds for 1955.
It is reported that in 1955 Ford sold 16,155 Thunderbirds.
Today's market value for a 1955 T-Bird ranges from \$31,400 to \$71,400.
\$47,600 is considered an average price in today's market.

Average income: \$4,137.
Gasoline cost on average 23 cents a gallon.
A quart of motor oil was around 28 cents.
McDonalds opened their first franchise this year.
For 25 cents you got a double patty and fries.
Sending an envelope would cost 3 cents.





**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 December 2020 Cruise-In Favorite Trophy is Earnie Butler with his 1964 Chevy Bel Air pictured below. DVAAC President Ed Zanaty is presenting the trophy to Earnie.

Winner of the December 2020 Cruise-In Favorite Trophy is Nick Hartman standing by his 1959 DIVCO 100 pictured below. DVAAC President Ed Zanaty is presenting the trophy to Nick.

