



# Dixie Vintage Antique Automobile Club, Inc Newsletter

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

October 2021 Hoover, Alabama

**Hoover TACTICAL FIREARMS**

**BUY SELL TRADE**

Dixie Vintage Cruise-In@ Hoover Tac meets on the 1st Saturday each month year round 8A-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

## Non-Dixie Vintage Event

Dixie Vintage First Saturday Cruise-In:  
Hoover Tactical Firearms  
October 2, 2021, 8-11 am.  
Trophy Presentation and Drawing, 9:30 am.  
1621 Montgomery Highway  
Hoover, Alabama 35226

Dixie Vintage Mid-Month Cruise-In:  
Dunkin Lakeshore  
Saturday, October 16, 2021, 8-11 am.  
300 Commons Drive  
Homewood, Alabama 35209

Dixie Vintage Business Meeting:  
Tuesday, October 5, 2021, 6 pm.  
Nino's Italian Restaurant  
2698 Pelham Parkway  
Pelham, Alabama 35124

**Car Show**

**Zanora Wheelz**

**Saturday, October 9th 2021**

**Free Public Admission**  
**\$20 Admission Fee Per Registered Vehicle**  
**50/50 Drawing, Vendors, Food, Music & More**

Registration: 8-11am  
Judging Begins at 11am  
Trophies Fabricated by C-TEC

Todd DeStafino  
(205) 365-8192  
Alec Touchton  
(205) 383-9380  
Zac Ingram  
(205) 281-5846

**Location: Chelsea City Hall**  
**11611 Chelsea Rd, Chelsea, AL 35043**

### "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.  
Email: [jekbest@aol.com](mailto:jekbest@aol.com)

## New Car Members

David and Lindaly Barber  
Trussville, Alabama  
1963 Ford Falcon Convertible  
1966 Chevrolet C-10

Eddie and Suzanne Bibb  
Birmingham, Alabama  
1951 Cadillac Fleetwood 4Dr Sedan  
1975 Chevrolet Caprice Convertible  
1974 Duster 2Dr

Terry and Janie Jones  
McCalla, Alabama  
1969 Camaro RS

Eric and Tasha Langswagger  
Maylene, Alabama  
1953 MG TD  
1972 MG B GT

Glenn and Sherry Mathews  
Asheville, Alabama  
1968 Chevelle 2Dr HT

David Murk McKee  
Pinson, Alabama  
1965 Cobra 427  
1979 Ford F-150 4WD  
1993 Lincoln MK8

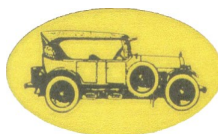
Jason and Karen Smith  
Helena, Alabama  
1967 Oldsmobile 442 Holiday Coupe

Joseph and Beth Savoie  
Hoover, Alabama  
1961 Chrysler Newport

**Welcome to the Club!**

**Winner of the September 2021 Drawing:**  
Eddie Bibb

## 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.

### 2021 Board of Directors

**Gary Adams, Chairman**

205-706-7614

**Jim Likis, Treasurer**

**Ed Zanaty**

**Jim Black**

2021 Officers

**Ed Zanaty, President**

[edward.zanaty@gmail.com](mailto:edward.zanaty@gmail.com)

205-942-1312

**Dale Baker, Vice President Emeritus**

[Dalebaker001@att.net](mailto:Dalebaker001@att.net)

205-807-6581

**Jim Likis, Treasurer**

205-980-0314

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**Mike Likis, Membership**

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**Ed Keller, Chaplain**

[ekeller@dixiecrane.com](mailto:ekeller@dixiecrane.com)

205-832-5424

# Flathead

by  
John E. Krauser

March 9<sup>th</sup> of 1932 the Ford Motor Company introduced a brand-new engine to its lineup. This Ford engine was made in mass quantities thus making it affordable to the growing market of car buyers. It was the first independently designed and built V8 engine produced by Ford, and it was a milestone in Ford's engine development. This engine was known by many names such as the Ford L-head or Ford Flathead or Flathead Ford or Ford V-8. The engine was installed in Ford automobiles and trucks. Hot Rod communities called it yet another name, a Flatty. The most common name used today is the Flathead Ford. The engine's intended use in 1932 was for large cars and trucks. Ford installed this engine in many vehicles through 1953 making it a 21-year run. There were several changes in the engine's design during that time. The following information is an overview of this historic engine.

## **First generation: 1932-1938**

The introduction of this Flathead engine occurred in 1932 and ran until 1938. The head is actually not flat since the combustion chambers are shaped to accommodate both intake and exhaust valves. Its bore was 3.0625 inches; the stroke was 3.750 inches. A combination of the bore and the stroke result in a 221 cubic inch displacement. The compression ratio was 5.5 to 1. Sixty-five horsepower was produced at 3400 RPM.

Initially twenty-one studs connected the head to the block. That number changed as improvements including increased horsepower were made to the engine's design. Ford used four different patterns in fastening the head to the block based on the engine's cubic inch displacement. The head was held in place by 17, 21, 24 or 27 studs.

A downdraft carburetor located between the heads provided the fuel/air mixture. Twenty miles per gallon was achieved with this arrangement. Some improvements in the thirty's included fixing the cooling problems, raising the horsepower by using better heads, and adding a Stromberg two-barrel carburetor. Overall reliability was improved each year.

## **Second generation: 1939-1948**

In 1939, cubic inch displacement increased to 239. The 239 cubic inch engine was a bored-out version of the 221 V8. This engine was used in the Mercury. Horsepower increased to ninety-five utilizing a 6.3:1 compression ratio. The distributor mounted to the front engine cover. This engine design changed little until after 1948 as the war effort was underway. The engine had a history of overheating. In 1938 and continuing to 1948 the block design was altered slightly each year to improve cooling and overall performance.

Civilian production of automobiles was halted during World War II. So was the design of new engines. The goal during the war was to provide engines and vehicles for the war effort. Once the war was over these 239 cubic inch power plants were in Ford and Mercury vehicles. The 6.8:1 compression ratio produced one hundred horsepower.

## **Third generation: 1949-1953.**

One big design change for 1949 was the elimination of the head studs and nuts used to fasten the head to the block. Instead, heads bolts were used. This made no difference in the engine's performance but did change its outward appearance.

The Ford flathead for 1949 had a displacement of 239 cubic inches and one hundred horsepower. Mercury which also used the flathead had a displacement of 255 cubic inches with 110 horsepower. Mercury's version had a longer stroke. The 1951 and 52 Ford Flathead still used the 239 cubic inch engine. Its horsepower was raised to 110 with a compression ratio of 7.2:1. Mercury was now using a 255 cubic inch version, 7.2:1 compression ratio and 125 horsepower.

The 1954 Ford was equipped with the new "Y" Block engine. This signaled the end of the Flathead engine as used in the Ford Motor Company lineup. However, others were granted the license to build the Flathead engine long after Ford. The Flathead engine's total production worldwide is estimated to be 10-million units over a 50-year period.

In the 1950's Ford's Flathead engine was popular with the Hot Rod Community. So were flattop haircuts. The engine is still popular today with many aftermarket options available for engine upgrades. The flattop haircut not so popular today as the hair needed to create this look is missing for many of us. But there seems to be an aftermarket for a hair upgrade as well.





A recent car event in Pell City produced a wide range of unique vehicles.





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# *L & M Rod and Customs*

## **Building Dreams**

Larry -  
205-966-5581

Mark -  
205-966-1975



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Mazers  
TDG (The Dobbins Group)  
Spring Street Bar & Grill

Pictured to the right are few vehicles from Hoover Tac's First Saturday gathering in September.





# One Stop Shop

**Hot Rods, Street Rods, Muscle Cars**

**All Upgrades Brakes, Suspension, Electrical, LS Swaps, Custom Wheels**

**Full Body Shop & Custom Paint**

**Air Brush Work**

**Interior Work**

**Full Builds to Flat Tires we do it All**

## **Retired Rides LLC**

**Owners Greg & Sandy Tope**



## **It's 1971**

Yearly Inflation Rate USA 4.3%  
Dow Jones Industrial Average is 890 at the end of 1971  
Average Cost of new house \$25,250.00  
Average Income a year \$10,600.00  
Movie Ticket will cost around \$1.50  
Jiffy Peanut Butter 59 cents  
The Voting Age in the United States is lowered to 18  
A first class stamp costs 8 cents

If you stopped at a Clark Service Station a gallon of gas is around 40 cents a gallon. Clark was one of the first to offer convenience items but no mechanical service. 14 states prohibited you from pumping your own gasoline. My home state of Indiana was one of those 14 states. You could pump your own gasoline in Indiana after July of 1973.

Oregon allows you to pump your own gasoline in rural areas. But in the major population areas self service does not exist. New Jersey does not allow self service at the pump anywhere in the state.

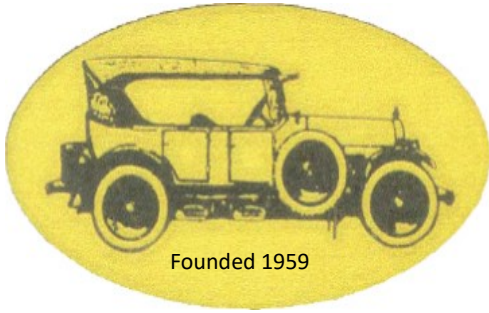
Datsun 1200 Sports Coupe pictured to the right could be purchased for \$1,866.00. Its horsepower range was 54-68.

General Electric's U36C was a 3600 hp diesel-electric locomotive.

The product Kevlar (a strong polymer) is introduced.

Cigarette advertising is banned on American Television. Fred and Wilma Flintstone used to smoke Winston cigarettes and promote them on their Prime Time Television show that ran from September 30, 1960, and ran all the way to April 1, 1966.





**Dixie Vintage Antique  
Automobile Club, Inc.**  
4572 Eagle Point Drive  
Birmingham, AL  
35242-6942  
[www.dvaac.com](http://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.



Pictured left is one of the August 2021 Cruise-In Favorite Trophy winners, Joe Zeigler. He is standing next to his 1953 Oldsmobile.

DVAAC Chairman of the Board Gary Adams is presenting the trophy.

Pictured right are the other winners of the August 2021 Cruise-In Favorite Trophy winner, Robert & Jackie Falls. They are standing in front of their 1940 Ford.

DVAAC Chairman of the Board Gary Adams is presenting the trophy.

