

# Dixie Vintage Antique Automobile Club, Inc Newsletter

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

January 2022 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

Dixie Vintage Cruise-In at Hoover Tactical Firearms.  
**Saturday, January 8, 2022, 8-11 am.**

**Note:** Since the First Saturday of January 2022 falls on New Year's Day, we have moved the January Cruise-In to the following **Saturday, January 8.** Trophy Presentation and Drawing, 9:30 am. 1621 Montgomery Highway Hoover, Alabama 35226

Dixie Vintage Business Meeting.  
Tuesday, January 11, 2022, 6 pm.  
Dale's Southern Grill  
1843 Montgomery Highway  
Hoover, Alabama 35226

Dixie Vintage Mid-Month Cruise-In  
Dunkin Lakeshore  
Saturday, January 15, 2022, 8-11 am.  
300 Commons Drive  
Homewood, Alabama 35209

### Request from DVAAC member Bobby Gardner

"Will the person with the mid-year (C2) Corvette hardtop please contact Bobby Gardner at 850-797-7841. Thanks! Bobby Gardner (I have the 1965 Red Corvette convertible)

## Non-Dixie Vintage Events

Stan Stepleton's truck was loaded with toys for the Marine's annual Christmas "Toys for Tots". Thanks to Stan and all the folks who were able to help out this year.



## "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.  
Text us at 205-276-4423

## New Car Members

### New Club Members

Louis Bouchard  
Sumiton, Alabama  
1972 Chevy Chevelle SS

Darrell Hopkins  
Birmingham, Alabama  
1967 Chevy Nova SS

Brian and Lisa Lawrence  
Mountain Brook, Alabama  
1960 Willys Jeep FC-150

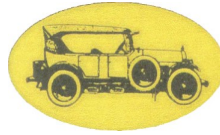
Layne and Lena Simmons  
Empire, Alabama  
1955 Chevy Bel Air

### Welcome to the Club!

### Winner of the November 2021 Drawing:

Stan Stepleton

## 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.

### 2022 Board of Directors

**Gary Adams, Chairman**

205-706-7614

**Jim Likis, Treasurer**

**Ed Zanaty, President**

**Jim Black**

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**Dale Baker, Vice President Emeritus**

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**Jim Likis, Treasurer**

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**Kevin Johnson, Vice President, Graphic Design**

205 563-4580

**Steve Owen, Vice President, Activities**

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**Joe Alfano, Vice President, Marketing**

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**John Krauser, Vice President, Newsletter Editor**

205-276-4423

**Pat Krauser, Secretary**

205-276-4423

**Mike Likis, Membership**

205-999-4561

**Ed Keller, Chaplain**

205-832-5424

**Gary Adams, Webmaster**

# Dual Point Distributor Operation

by  
John E. Krauser

One major change in engine design was the advent of electronic ignition. The first type was tested in 1948 by Delco-Remy and employed a vacuum tube. In 1955 Lucas developed a transistor version for ignition. In the 60's various manufactures were using some type of transistor in the ignition circuit to improve the spark's energy. But mechanical operating points were still the common type of switch used. Performance cars employed two sets of points in the distributor to increase the spark's energy. This setup is known as a dual-point distributor.

I had no experience with the dual point setup since none of my cars came with them. This changed when I purchased a 1963 Studebaker Avanti. The Prestolite distributor has two sets of points. The car ran fine so all I did was clean the points and check the dwell. It was 34 degrees. Factory specs call for 36-42 degrees of dwell. Close enough.

Dwell is the term used to describe how long voltage is applied to the coil. The longer the dwell time, the more the coil gets saturated and the hotter the spark. As a side note the points open and close the ground side of the coil. Battery voltage is always present on the coil's + connector.

The primary side of the coil has few winding with heavy gauge wire. Current flow creates a magnetic field in these windings when the points are closed. Once the points open the magnetic field collapses into the secondary winding. This winding has many more turns of smaller gauge wire. The voltage is increased to a level needed for the spark plugs to properly fire. Little current is required for spark thus the wire gauge is smaller.

A single point system can only be closed so long and thus limits coil saturation time. And with higher engine rpm points will tend to float or stay open thus reducing the coil saturation level. Mechanical points tend to wear. The contact area between the points and the distributor cam can wear. This causes the points surfaces to get closer together and increase the dwell. The point surfaces can wear away and increase the point gap causing the dwell to decrease. And the spark timing is also affected. In a dual point system, the wear is distributed between two sets of points thus increasing the life of both sets.

Dual points operate in parallel. If one set fails to close or complete the circuit the engine should still run as the primary coil circuit is still being opened and closed by the functioning set of points. However, if one set of points contacts weld together creating short circuit the current supply to the primary side of the coil would never be broken. The secondary side of the coil would not get energized. In this case the removing the failed set would allow the engine to operate. The vehicle could still be driven under these circumstances.

Many of our old cars now run with aftermarket electronic ignition systems. The points can be replaced with an electronic switch that is more reliable. I have not seen any schematics that show the electronic points internal circuit design. In addition to a photo optic sensor and electronic switch there may be a current amplifier in the circuit as well. This device used in conjunction with a hotter coil provides a spark that has over 40,000 volts of energy compared to the older 20,000-volt system. Hotter spark makes the engine start and run better.

I have installed electronic ignition systems in my single point distributor and have experienced better engine operation. There are no direct electronic replacements for dual point distributors as far as I know. I also am unaware of anyone trying to put a single electronic points set in a distributor designed for dual mechanical points. If anyone has done this, I would like to know.

**Continued on page 4.**

**Continued from page 3.**

Earlier this year it was time to learn all about the Avanti's dual point ignition system. The car would not start. Fuel was getting into the carburetor. I used my Archer Kit (Radio Shack) tune up meter (pictured below) and it indicated the spark output to be exceptionally low. I got the meter as a Christmas gift in the early 80's.

I checked the DC voltage on the coil, and it was okay. The coil's secondary windings may have failed so I replaced the coil. This did not make any difference. The coil to distributor spark wire was replaced as well. Still no improvement. The distributor cap was removed to check the points. Only one set was firing. In theory the car should run with one set of points operating if you block off the non-functioning set's contact points with an insulator of some type or remove them. In this case the engine still did not run. Two new sets of points were ordered along with a condenser.

I decided to keep the Avanti as close to stock as possible. This included keeping the dual point distributor in place. A few years ago, a brand "X" electronic distributor was marketed as a great replacement for the Avanti's 289 original distributor. Several reports over time surfaced indicating that the electronic version's performance was not as expected. There is a 1963 Supercharged Avanti in the Birmingham area that used the brand "X" distributor. The engine was not running well. An original dual point Prestolite distributor was found and installed. The engine ran way better.



While waiting for news parts to arrive the rest of the distributor's functions were checked. The vacuum advance canister was leaking, and the mechanical advance unit was not moving very well. No wonder the car did not accelerate very well. The vacuum canister was replaced and the ball bearing mechanical advance plate was cleaned and greased.

Once the new parts arrived, we followed the Studebaker manual's setup procedure for setting dwell. That procedure is listed below.

Block off one set of contact points by placing a small piece of insulating material at least .025" thick between the contact points.

Adjust the dwell of the other set of contact points to obtain a dwell reading of 27° to 31°,

Remove the insulating material from the contact point and block off the adjusted point. Then adjust the dwell on the other set of contact points to obtain a dwell reading of 27° to 31°,

Remove the insulating material from the blocked off point and check the combined dwell of both contact points. The combined dwell reading from both points should be 36° to 42°.

Once we removed the insulating material from the first of points they would not fire anymore. We cleaned the surfaces on the failed set of points to make sure nothing from the cardboard insulator got on the surface. Still the points would not fire. An hour's worth of effort resulted in no progress.

We ordered two new sets of points. Once they arrived, we adjusted the point gap to .017" just as we did on the first set of replacement points. The factory manual gives a range of .014" to .019". We decided to skip the dwell procedure list above and manipulate the point gap on each set of points until we reached a good dwell setting.

The factory manual calls for 4 degrees of advanced timing. We started with this setting and kept adjusting the timing until we reached 20 degrees before TDC (Top Dead Center). The 50-year-old engine runs and sounds fine now.



**TOTAL CAR CARE EXPERTS**

Richard Hill  
Owner/Operator

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# *L & M Rod and Customs*

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TDG (The Dobbins Group)

Spring Street Bar & Grill

December's Hoover Tac Saturday morning's display of cars was fine. The weather was more like an April morning. Many folks attended the monthly Cruise-In.



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# One Stop Shop

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## **Retired Rides LLC**

Owners Greg & Sandy Tope

### **It's 1956**

New house cost between \$11,700 and \$22,000 determined by square footage and location.

\$9,550 is listed for an average new home price.

New Fords coming off the factory line ranged from \$1,748 to \$3,151.

1956 Chevrolet Nomad costs \$2,608 and is considered to be one of the most popular cars.

Gasoline was 22 cents a gallon.

Popular mechanics Hot Rod handbook is 75 cents.

Bakers charged 18 cents for a fresh loaf of bread.

Eggs cost 45 cents a dozen.

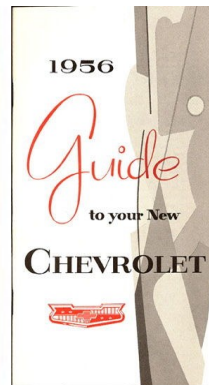
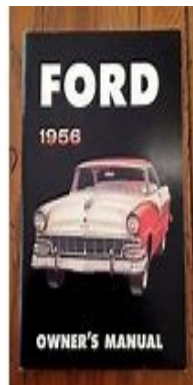
Coffee was 69 cents a pound.

Thirsty for a beer? Rheingold beer was \$1.20 for six bottles.

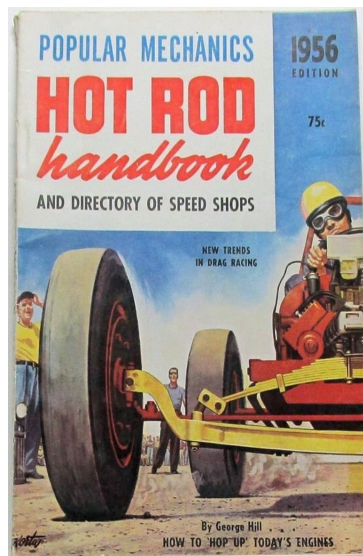
3 cent stamps were used for a first class letter.

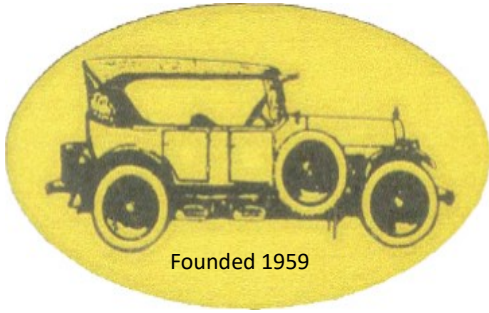
Cars still running on 6 volt positive ground electrical systems made the move to 12-volt negative ground systems in 1956.

Dean Martin and Jerry Lewis performed their last comedy act in New York this year.



TreasureFox





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

The 2022 Dixie  
Vintage Member  
Decal is now  
available upon  
payment (\$20) of  
your 2022 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 December 2021 Cruise-In Favorite Trophy winners, DJ Ronnie Foster

DVAAC President Ed Zanaty is presenting the trophy.

Pictured right is the 2nd winner of the December 2021 Cruise-In Favorite Trophy winner, Dan Wilson and his 1951 Dodge B3B Pickup Truck

DVAAC President Ed Zanaty is presenting the trophy.

