

Dixie Vintage Antique Automobile Club, Inc Newsletter

June 2022 Hoover, Alabama

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

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 Events

DIXIE VINTAGE EVENTS

Dixie Vintage First Saturday Cruise-In:
Saturday, June 4th, 2022, 8-11 am
Hoover Tactical Firearms
1621 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Business Meeting:
Our next business meeting will be held on
Tuesday, September 6, 2022.

Dixie Vintage Mid-Month Cruise-In:
Dunkin Lakeshore
Saturday, June 18th, 2022, 8-11 am
300 Commons Drive
Homewood, Alabama 35209

June 16, 11:30 - 1:00pm (includes hotdog lunch & we need 12 cars)
The Oaks on Parkwood Retirement Center
2651 Laurel Oaks Drive, Bessemer, AL (off Hwy 150 near Hoover) We did this retirement center in the past and it was really fun.

Friday, June 17, 1pm - 2pm.
Cahaba Ridge Retirement Center, Father's Day car show/display, Arrive few minutes before 1pm. Need 7 cars. Location is 3090 Healthy Way, Vestavia, AL.

DV will receive a donation for bringing cars to this event

HOT ROD POWER TOUR 2022

THE LARGEST ROADTRIP IN AMERICA IS BACK!

Continental **SAVE THE DATES! JUNE 13th - 17th**

Day 3: Wednesday, June 15 - Hoover Met Complex, Hoover, Alabama

"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?

Please let us know.
Text us at 205-276-4423

New Car Members

NEW CLUB MEMBERS:

Kenneth Gilbert
Pelham, Alabama
1966 Pontiac Catalina Coupe

Jack Key and Carol Ware
Hoover, Alabama
1967 Chevy Nova

Karl and Sheila Parks
Alpine, Alabama
1956 Chevy Handyman Wagon
1969 Chevy Nova SS

Robert and Donna Shoemaker
McCalla, Alabama
1969 Chevrolet Impala SS 427

John and Denise Cleveland
Hoover, Alabama
1931 Ford Model A Coupe
1966 Chevy Corvair Monza Convertible
1963 Chevy Corvair Van

Jimmy Fallon and Daughter, Lorene Fallon
Hoover, Alabama
1993 Corvette Convertible

Ben and Erin Moon
Hoover, Alabama
1987 Mitsubishi Starion ESI-R Turbo

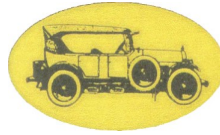
Winners of the Raffle:

Fred Masterson is the winner of the Dale's Southern Grill gift certificate.

Larry Parker is the winner of the Rock Auto gift certificate.

Congrats, Fred and Larry!

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, Membership

edward.zanaty@gmail.com

205-942-1312; 205-585-8580

Jim Black

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Gary Adams, Webmaster

Tires

by

John E. Krauser

One of the most important parts of any vehicle is the tire. Good tires provide smooth starts under a variety of conditions. Safety stopping a moving vehicle at any speed requires a tire that grips the road regardless of the road's condition. And, good tires add a level of comfort to the ride.

The first pneumatic tire was invented by a Scottish inventor, Robert William Thomson. The year was 1845. His design is believed to be the first patent for a tire filled with air. The surface of the tire was leather and had thin tubes inside to cushion the ride. However, this design never took off mainly due to cost per unit.

One year prior to Thomson's invention, a process was invented that led to the creation of the modern tire. This process was known as vulcanization. Rubber, a substance discovered in the Amazon forest around 1735, was the base product used in the vulcanization process. The rubber is heated with sulfur creating a more durable product.

Charles Goodyear invented this process in 1844. But it took about 50 years before the first rubber tires would be found on automobiles. Vulcanization of rubber made the rubber water proof and winter proof. The rubber would remain elastic under these conditions. Several other inventors worked on the tire development over the decades. Some of these folks claimed to have invented and developed the vulcanization process. But after being challenged in the courts, Charles Goodyear is credited with the invention of the vulcanization process. However, a Scottish veterinarian named John Boyd Dunlop invented the first practical tire. The patent was granted in 1888 and was used for bicycles.

Seven years later Andre' and Edouard Michelin used a pneumatic tire on an automobile. Though, the tire design was not durable.

In 1903 the Goodyear Tire Company received a patent for the first tubeless tire. However this design was not used widely until 1954 when Packard started using the design.

In 1904 removable rims were introduced. Drivers could now fix their own flats.

In 1908 grooved tires were developed by Frank Seiberling. Traction was improved substantially.

In 1910 B.F. Goodrich added carbon to the rubber thus providing a longer life span.

In 1937 Synthetic tires were developed by B.F. Goodrich.

In 1936 the first snow tire was invented by a Finnish Company now known as Nokian Tyres. The tire design is still in production today.

In 1916 the first radial tire was designed in London England, and in San Diego, CA. None were built though.

In 1946 Michelin developed a steel belted radial tire for automobile usage. The tire design was widely used in Europe during the 1950s and 1960s.

In 1970 Ford introduced the Michelin steel belted radial on the Continental Mark III. By the mid 1970s many cars were getting steel belted radial tires.

In 1982 all vehicles were fitted with steel belted radial tires. This steel belted tire design allowed the tire to run cooler prolonging the life. And with lower surface resistance to the pavement fuel mileage was increased.

Continued on page 4.

Continued from page 3.

Current manufacturing process for tires uses both natural and synthetic materials. Most of the rubber comes from Asia. Changing climate conditions there have resulted in lower production of natural rubber. Prices have increased as a result.

Synthetic materials used in the production of tires come from crude oil. Five gallons of crude oil make up the raw material for a tire. Two gallons of crude is required as the energy source to make the tire. So seven gallons of crude oil are consumed for each tire made.

About one billion tires are made each year. Seventy percent are produced from the synthetic process. Crude oil prices directly affect the cost of gasoline and have a major impact on the cost of tires.

The average tire should last around 50,000 miles. Annual driving mileage (thread wear) will determine when to replace the tires. Most cars will require new tires somewhere between three and six years based on wear. Exposure to constant sunlight will deteriorate the side walls as well.

Many of us drive our classic cars about 1,000 miles a year. So the question is: How long do we drive on the tires? There are as many answers as there are folks in the old car circuit. We will not experience the tread wear that daily drivers get. Nor will the limited ultraviolet ray's exposure destroy the tires. The sidewalls on our cars can crack if the tire remains in the same position for months at a time. Those with whitewalls know as the tire ages the white wall can start to develop surface deterioration.

I drove on tires that were 15 years old and had about 15,000 miles on them. The whitewalls were starting to get some surface cracks. These were very minor and did not compromise the integrity of the tire. But while driving, I noticed a flat spot in one of the tires. I thought a wheel weight may have fallen off. But that was not the case. Upon further inspection I believe one of the belts in the tire was starting to work loose. A phone call was made and four new tires were on the way.

Most of our classics are stored away from the daily environment resulting in longer tire life spans. Being aware of any changes in the ride on older tires should quickly be checked. None of us want a blowout while driving to the many shows and cruise-ins in our area.

Radial tires used on old wheels raises another debate. The stress points on wheels mounted with radial tires is different from the bias ply tire days. SEMA had an article about this a few years ago. I tried to get permission to use the letter but the request was never answered. I may pursue this again. There are many opinions from folks in restoration shops to car advisors to all the drivers of the cars, about using old wheels with modern tires. In the world of Studebaker there are advisors that will not run radial tires on old wheels, period. Other opinions state that cars are not driven enough to create the kind of stress that will crack the wheels. Many of us have new wheels on our old cars simply because the old wheels were bent. I have new wheels and old wheels on the collection.

If you have hubcaps that keep working loose on old wheels with radial tires, the wheels may be flexing too much. It might be time for a wheel upgrade. Look toward the outer edge of the rim. If surface cracks are appearing in the paint make sure the crack is not deep into the wheel's edge. If it is, new wheels may be required as well.

Good looking wheels and tires add to the overall appearance of the vehicle. Let's make sure they add to the safety as well.



TOTAL CAR CARE EXPERTS

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Owner/Operator

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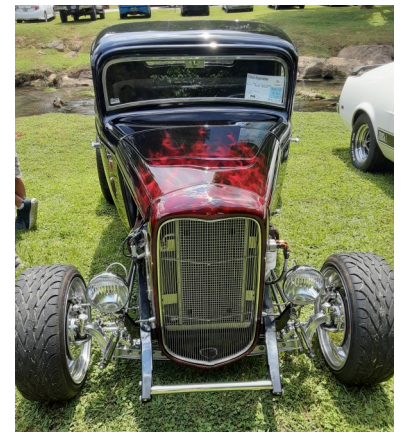
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TDG (The Dobbins Group)
Spring Street Bar & Grill

Hoover Tac's first Saturday in May featured some fine rides. Pictured right and above are three of them.

Pictured below are three cars from the recent show at Leeds Park.



One Stop Shop

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Retired Rides LLC

Owners Greg & Sandy Tope



It's 1975

One dozen of fresh eggs costs \$0.77 or \$3.73 today
The unemployment was 4.2%
Yearly Inflation Rate was 9.2%
Year End Close Dow Jones Industrial Average 858

One gallon of regular gasoline average cost was \$0.44
A barrel of crude oil cost \$12.21 but was headed up to \$13.00 by year's end. That cost today adjusted for inflation would be \$65.19. As of this writing a barrel of crude is costing around \$112.00

In 1975 President Gerald Ford signed into law the Energy Policy and Conservation Act, a ban on most U.S. oil exports. At that time there was concern over sending too much oil out of the country and leaving us with short supply for our everyday needs. Average new car was about \$4,250.00
A new house \$39,300.00 on a national average
Income average pay per year was \$14,100.00
Foster Grant Sun Glasses \$5.00



The Buick Park Avenue nameplate was introduced in **1975** as an appearance option package on the Electra 225 limited. It was used in 1976 as well. The nameplate was copied from a New York's Boulevard, Park Avenue. That area of New York is considered an upscale district.

In 1977 and continuing into 1984 the option package became an official GM trim level on the 1978 Electra.

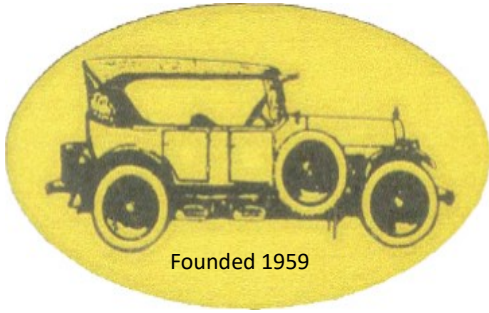
In 1985 the GM C-Body was used along with the front wheel drive system. The engine was a 3.8 liter V6 that was transverse mounted. A 4 speed automatic transmission with overdrive was standard. Better quality material were used on the inside.



Pictured left is a 1975 Buick Electra Park Avenue. Most made were four door models.



Pictured left is an 1986 Buick Electra Park Avenue. This model is a two door coupe. Very few were made.



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

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 the 1st winner of the May 2022 Cruise-In Favorite Trophy winner, Dennis Lyons with his 1972 Oldsmobile Cutlass.

DVAAC President Ed Zanaty is presenting the trophy.

Pictured right is the 2nd winner of the May 2022 Cruise-In Favorite Trophy winners, Timothy Emala with his 1929 Ford Model A Tudor

DVAAC President Ed Zanaty is presenting the trophy.

