



# Dixie Vintage Antique Automobile Club, Inc Newsletter

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

August 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 EVENTS

**Dixie Vintage First Saturday Cruise-In:**  
Saturday, August 6, 2022, 8-11 am  
Hoover Tactical Firearms  
1621 Montgomery Highway  
Hoover, Alabama 35226

**Next Dixie Vintage Business Meeting:**  
Tuesday, September 6, 2022, 6 pm  
Dale's Southern Grill

**Dixie Vintage Mid-Month Cruise-In:**  
Saturday, August 20, 2022, 8-11 am  
Dunkin Lakeshore  
300 Commons Drive  
Homewood, Alabama 35209

# National Night Out

Food  
Fire  
Police  
**TRUCKS**

**CRUISE IN  
ALL CARS  
WELCOME**

**Local Vendors!**

**Tuesday  
August 2nd  
6p-8p  
Helena High School**

**INFLATABLES!**

### "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:

Tommy and Angela Abney  
Odenville, Alabama  
1975 Dodge D100 Custom

Allen and Elizabeth Austin  
Shoal Creek, Alabama  
1975 Toyota Celica

Randall and Mary Adamy  
Birmingham, Alabama  
1960 Ford Thunderbird

Jerry and Nonette Robinson  
Birmingham, Alabama  
1965 Mustang Coupe—1971 Cutlass Convertible

Mark And Tonya Sweatt  
Birmingham, Alabama  
1972 Chevrolet C10—1990 Chevrolet Silverado—1969 AMX

Don and Marie Prater  
Hoover, Alabama  
1930 Ford Model A—1967 Cadillac El Dorado Convertible  
1986 Ford F150—1976 Ford F150—1964 VW Weekender

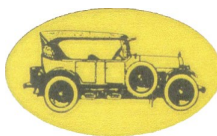
Todd and Sara Prater  
Valley Grande, Alabama  
1969 Ford F100—1969 VW Bus—1963 VW Bug  
1963 Ford Falcon

Stuart Brooks  
Vestavia Hills, Alabama  
1971 Ford Torino —Body Style - Formal Roof

### Winner of the July drawing:

Joel Nichols. Congrats Joel!!

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

205-942-1312; 205-585-8580

**Jim Black**

### 2022 Officers

**Ed Zanaty, President, Membership**

**Dale Baker, Vice President Emeritus**

205-807-6581

**Jim Likis, Treasurer**

205-980-0314

**Ken Knight, Vice president, Communications**

205-849-0028

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

205 563-4580

**Steve Owen, Vice President, Activities**

205-567-2735

**Joe Alfano, Vice President, Marketing**

205-222-4577

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

205-276-4423

**Pat Krauser, Secretary**

205-276-4423

**Mike Likis, Accounting**

205-999-4561

**Ed Keller, Chaplain**

205-832-5424

**Gary Adams, Webmaster**

Dixie Vintage member Ron Acton submitted two of the three articles as seen here and on page 4.

A picture of this car's article is on page 8.

I added a brief article about Studebaker's pickup trucks following Ron's articles. His 1964 Champ Pickup is also pictured lower left on page 4. Enjoy.

### **1951 Studebaker Commander State Starlight Coupe**

I first saw this car in 2009 at a Studebaker car show in Townsend, TN. My wife, Karin, and I were sitting on a raised porch at an old motel when Eric Gray drives up in the car. When Eric exits the car my wife who had wanted a bullet nose Studebaker said, "I want to buy your car." Eric replied that it was not for sale. In February of 2017, I saw an ad on Facebook that a Studebaker was for sale. At that time, I did not connect that this was Eric's car Karin and I had seen in Townsend. I asked Andy Vann to drive down 280 with me to inspect the car. At that time, I had already purchased another 1951 Starlight Coupe for Karin, so I was not in the market for another one. However, based on the condition of the car and price Andy said that if I did not buy the car he would. Therefore, I bought it.

The car came off the assembly line in South Bend, IN 6/27/1951 and delivered to Bridgeport, CT. Eric purchased the car in 2005 from an owner in FL who had purchased it from an older lady in New York. Neither of the previous owners had driven the car much. The unaltered mileage showing on the speedometer when I purchased the car was 50,955.

Eric had upholstered the seats and in 2007 replaced the original 232 cubic inch V8 engine with a Studebaker 259 cubic inch V8. I immediately started further upgrading the car by having a new headliner and carpet installed by Roy Trucks. Andy installed electronic ignition, electric fuel pump, and battery cut-off switch and conducted a tune-up. The automatic transmission leaked, and I burnt the bands due to my failure to routinely check the fluid. Alvin Ash rebuilt the transmission and Andy made further modifications. I then began to acquire Studebaker accessories that were not on the car. Andy and Larry Parker installed these. Larry also painted the windshield visor and fender skirts. The following are the accessories installed. All are Studebaker accessories except the muffler, tires, and console.

Stratoline windshield visor	Venetian shades
Studebaker floor mats	Studebaker seat belts
Internal control antenna	Electric clock
Parking brake warning light	Courtesy lights
Back-up lights	Fog lights
Outside controlled spotlights	Automatic glove box light
Automatic under hood light	Trunk compartment light
Stratoline rear fender skirts	Stainless vent shades
Stratoline exhaust deflector	Glasspack muffler
Bias white wall tires	Over the hump Console

# EASTWARD, HO!



**RICHARD QUINN COLLECTION**

## **Studebaker Dedicates Plant in New Brunswick, N. J.**

Studebaker made a grand entry into the fast-growing industrial community of New Brunswick, N. J., last month with the dedication of its new \$4,000,000 assembly plant, temporarily committed to the manufacture of jet engine parts and components.

The dedication ceremony on Nov. 19 was attended by industrialists, representatives of the air force and state and civic leaders, and marked the climax of a construction program begun July 6, 1950. It was also an important milestone in Studebaker's march of progress since its founding nearly 100 years ago.

Studebaker officials who conducted the dedication program first escorted their guests on a tour of the new plant. They saw machining operations just getting started in a plant that was planned as a modern automobile assembly factory to meet the increasing demand for Studebaker passenger cars in the east.

After the tour, visitors dined in a large open space in the plant which is expected to be humming soon with defense manufacturing activity.

Harold S. Vance, chairman of the board of directors and president of Studebaker, struck a timely note of warning in his dedicatory address when he said:

"I believe that one of the most dangerous phrases currently used by some of our officials in Washington is the phrase 'guns or butter.' For an effective state of defense we must have both."

Emotional thinking is seldom sound thinking, he said, and unless there is some better thinking done by our people in authority, we cannot shrug off Stalin's prediction that capitalism, particularly in the United States, will be overcome by economic rather than by military catastrophe.

P. O. Peterson, executive vice-president of Studebaker, presided at the luncheon. Other speakers were Lt. Gen. Orville Cook, USAF deputy chief of staff for materiel; Charles R. Erdman, jr., commissioner of the department of conservation and economic development in New Jersey, and Mayor Fred J. Hermann, of North Brunswick township.

**STUDEBAKER SPOTLIGHT**

**December 1951**

People are surprised to find that Studebaker did build trucks. Production numbers for 1955 are 20,900. Minor changes in design and mechanics helped to update and improve the vehicle. However, the basic design of the vehicle remained stable over the decades. Studebaker built many trucks for World War Two. By 1959 the design was getting outdated, and Studebaker looked to make a change.

The success of Studebaker's 1959 Lark Car provided an avenue for a truck update. Engineers cut the Lark's body behind the front seat and installed it on frames that allowed for a 6 ½ foot bed. The 6 ½ foot bed was Studebaker's own design.

In 1961 an 8-foot bed was available. This bed's design was from Dodge. Studebaker purchased the tooling from Dodge to build the beds. Most truck bed designs by other manufacturers were double walled so that dents would not be noticeable from the outside. But the Dodge bed Studebaker used did not feature a double wall. Pictured below left is Ron's 1964 Champ Pickup with the Dodge bed installed. Lower right is a Studebaker bed. Both cabs are the same.

Studebaker was also building 2 ½ and 5-ton trucks for the Army. When the South Bend operations ceased in 1963 the Studebaker truck contract transferred to Kaiser Jeep. Jeep purchased the Mishawaka, IN plant where the Studebaker trucks were built. That plant later became the center for AM General Corporation. AM General builds military vehicles. The Hummer has its roots here.





**TOTAL CAR CARE EXPERTS**

Richard Hill  
Owner/Operator

Tel: 205-322-2483  
aamcobirmingham-downtown.com

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Birmingham, AL 35233

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# *L & M Rod and Customs*

## **Building Dreams**

Larry -  
205-966-5581

Mark -  
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Alabaster, AL  
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Ames Performance

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Advanced Auto Parts

S&W Electric

Hoover Tactical

Christopher House of Antiques

Mazers

TDG (The Dobbins Group)

Spring Street Bar & Grill

July's Hoover Tac had a good turnout. Several fine cars were present.

Young Jillian assisted us in picking a winning ticket for the monthly drawing



**Retired Rides**  
**Custom & Speed**  
 205-618-8145  
 retiredrides.com

# One Stop Shop

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**Air Brush Work**  
**Interior Work**  
**Full Builds to Flat Tires we do it All**

## **Retired Rides LLC**

**Owners Greg & Sandy Tope**

### **It's 1955**

Average income: \$4,137  
 Milk: \$.92  
 Gas: \$.23  
 Bread \$.18  
 Pot Roast: \$.43 lb.  
 Starkist Tuna, 6 ½ oz. can: \$.25 lb.  
 Oreo cookies, 11¼ .oz pkg: \$.39  
 Potato Salad, pint: \$.29  
 Baseball Glove: \$9.95  
 New house average cost was \$9,100  
 Home permanent: \$1.50

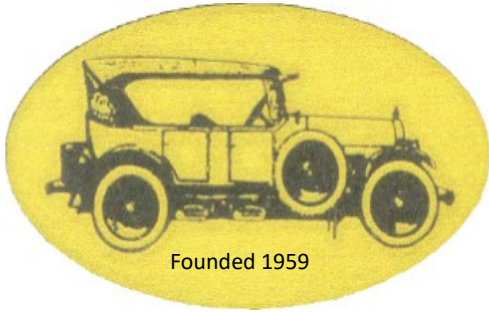


A brand new Chevy Bel Air V8 retailed for \$2,166 in 1955. In today's collector market prices range from \$30,000 to well over \$100,000. The 55 was the first year of the Chevy Tri-Five cars. While the 57 Bel Air may be considered the desirable to own in this series, all three model years are in high demand.



In 1955 a transistor version of the car radio was starting to be the source for music. Transistors were placing tubes in many audio applications.





Founded 1959

**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 the 1st winner of the July 2022 Cruise  
-In Favorite Trophy winner, Ron Action with his 1951  
Studebaker.

DVAAC President Ed Zanaty is presenting the trophy.

Pictured right is the 2nd winner of the July 2022 Cruise  
-In Favorite Trophy winners, Joey Liverette with his  
1932 Ford. DVAAC President Ed Zanaty is presenting  
the trophy. Below is a better view of Joey's car.

