Dixie Vintage Antique Automobile Club, Inc

Newsletter

Founded 1959

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

February, 2023 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

DIXIE VINTAGE EVENTS

Dixie Vintage First Saturday Cruise-In
Saturday, February 4, 2023, 8-11 am.
Hoover Tactical Firearms
1621 Montgomery Highway 35226

Dixie Vintage Business Meeting
Tuesday, February 7, 2023, 6 pm.
Dale's Southern Grill
1843 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Mid-Month Cruise-In
Saturday, February 18, 2023, 8-11 am.
Dunkin Lakeshore
300 Commons Drive
Homewood, Alabama 35209

Save the Date

April 29th at Veterans Park

Hoover Days /Dixie Vintage Antique Auto Club Annual Car show. More information to follow

Hoover Tac's Saturday's weather forecast does not call for snow . Sunshine is forecast. Hope to see many fine rides at our monthly event on February 4th.

"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

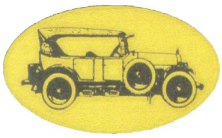
New Car Members

New Members:
Larry and Rhonda McCostlin
Vance, Alabama
1933 Chevy Master Deluxe

Above is a picture of a 1933 Chevy Master Deluxe. However, it is not new members Larry and Rhonda's car. But we hope to see their car at many of our events.

Winner of the January 2023 drawing:
Ally Parker
Way to go Ally!!

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

Ed Zanaty, Chairman, President, Membership
edward.zanaty@gmail.com
205-942-1312; 205-585-8580

Jim Black
205-527-9346

Steve Owen
205-567-2735

2022 Officers

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Pat Krauser, Secretary
205-276-4423
Mike Likis, Accounting
205-999-4561
Ed Keller, Chaplain
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Gary Adams, Webmaster

“Diodes, Transistors, Chips & Sensors”

By

John E. Krauser

Diodes, transistors, chips, and sensors are critical to the operation of modern cars, but interestingly enough, they played some role in our classic cars, as well. These four items are electronic components.

The diode is one of the most important electronic components in classic and modern cars. A diode controls the flow of electricity in the circuit. In the early 20th Century, vacuum tubes were used to control the flow of the electrical current. Vacuum tubes were big and generated heat. Additional vacuum tubes and other large heat generating components were required to supply the voltages needed for the vacuum tube to operate. The diode which was made of silicone and did not generate heat, replaced the vacuum tube.

The silicone diode was developed in 1906. Silicone is a crystalline mineral. Other minerals, such as galena, were employed in diode construction, too. The diode device has two attachment points, the anode, and the cathode. In 1955, transistor car radios started to appear. The diode was widely used in the radio. These radios produced little heat compared to tube radios and thus were considered more reliable.

Diodes continued to be used in our old cars when the alternator was developed. Early electrical charging systems in cars were DC generators. For every revolution of the generator, two pulses of direct current (DC) were generated. These pulses of energy charged the battery and operated items such as defroster motor, radio, and headlights. As the demand for electricity increased in our cars, an alternator was developed. For every revolution of the alternator, three pulses of energy were created. But this type of alternating current (AC) would not work in a DC circuit car. So, diodes were built into the alternator to convert AC to DC. More current flow was generated to keep up with the electrical demands. Today a spinoff of the diode is known as an LED. Incandescent light bulbs such as the #1157 used in taillight and braking applications, are now made in LED form. The LED version is much brighter than the #1157. Tests have shown that the LED version will illuminate faster than the old incandescent bulb. Brightness and illumination are safety upgrades.

In 1947 a solid state device was built that contained three legs, emitter, base, and collector. It was known as the transistor. One function of this device is amplification.

Sound systems in our old cars benefited with the use of the transistor. Tube type devices required by far more maintenance and took up more space. With miniaturized electronics, sound systems were able to expand to AM/FM and 8 track tape players in a small space.

In our classic cars a solid state, or transistor ignition, started to appear in the 1960’s. The transistor provided additional current to the coil. Dual point distributor systems did the same thing. Additional current provides for a hotter and more reliable energy source to the plugs. Newer replacement ignition kits, such as Pertronix, provide an upgrade for our classic car ignition system.

In 1958 the first chip was created by Jack Kilby, an engineer at Texas instruments. This invention made use of diodes, transistors, and a host of other electronic components. Individual components were “printed” or etched onto a wafer-thin chip. Controlling the electrical flow within the chip causes different actions to occur. Software and hardware control the chip’s function. This article is about the hardware side of the operations.

Our old rides have limited direct impact from the chip revolution. “Retro” sound and ignition systems that contain the modern-day chip are found in some of our old rides. There are those car folks who have replaced the original drive train with a modern engine and transmission. A handheld computer is used to control the modern engine and transmission systems.

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Chips indirectly play a significant role in our classic car Hobby. Take for example our cell phone. The average cellphone has six chips of various sizes. For those planning on going to the April 29th DVAAC event at Spain Park, we can use our cell phone to call our friends across the street, across town, or across the country. The GPS feature can guide us to the location. We can take car pictures with the phone and use the internet to send them around the world.

The internet is possible because of chips. Finding car parts decades ago was time consuming, to say the least. Phone calls were made on our rotary dial phone. Trips to local junk yards were common. Now we can search from anywhere on many devices to find parts. Suppliers of these parts have web pages with all their products and prices listed. You can order online as well. Tracking the shipment is easy with the internet.

Computers play a big role in the manufacturing of parts for our old rides from raw materials to finished products. Chips are everywhere. The resulting productivity from more efficient operations helps control costs while providing a large inventory of parts.

Environmental and safety concerns drove auto manufacturers to employ components that use chips and sensors. The first car computers monitored and controlled engine functions and emissions. Sensors in the exhaust system provided information back to the computer. Adjustments in air/fuel mixture was made to minimize pollutants in the tailpipe. A sensor monitored the engine for pinging or knocking. The senor was usually a microphone tuned to the frequency range of engine knocking. If the sensor activated, the computer would make adjustments to the engine's timing circuit. The goal was to provide maximum fuel efficiency with minimum exhaust emissions.

Anti-theft measures were considered. The automatic gearshift lever could only be moved if the engine was running or the ignition switch was in the run position. Also, the brake pedal had to be depressed. If the automatic gearshift was on the floor, a button on the gearshift lever had to be pushed, as well. Engines would only start with ignition keys programmed for that vehicle.

There are sensors connected to the computer that monitor several actions. Avoiding skids or automatic application of brakes can result depending on the sensor's signals. Windshield wipers can start if the automatic sensor is activated. And the headlights are turned on if the windshield wipers start. Your car's GPS system is monitored by satellites located 12,400 miles above the earth. Information is sent back to your car giving you its location.

Camera technology senses an image and sends that information to the computer. Backup, side, front, and overhead cameras are common. The front, rear, and both side cameras feed a composite picture from those four images thus producing a 360-degree image. It is estimated that 70 plus sensors are found on a newer car.

In 2020, 930 billion chips were produced around the world. Today's chips contain up to 60 billion transistors. The most amazing chip was invented in 1853 in Saratoga Springs, New York by a cook, George Crum. He was dealing with a very difficult customer thought to be Cornelius Vanderbilt. The New York Central Railroad, a university in Nashville, TN, and house named Biltmore come to mind with the Vanderbilt name.

The customer complained that his fried potatoes were too thick. He sent them back twice to get them cut. George, the cook, cut the potatoes very thin, fried them and added lots of salt. The customer loved them. The American public consumes 2-4 billion pounds of them a year spending $7 billion. On Super Bowl Sunday 12 million pounds are consumed. We know this product as the **Potato Chip.** And its consumption adds to our lifestyle as well, usually at the waistline.

Many cars showed up at Hoover Tac on January 7th.
Pictured are a few examples.
Pictured below is Ally drawing the winning ticket #425.
She picked her own ticket.

It's 1965

A new car average cost is $2,650
Price of a first-class stamp: $0.05
A dozen eggs cost 53 cents
95 cents would purchase a gallon of milk
$100 of purchasing power in 1965 is equal to about $942 in today's economy. That is a loss of 89% in purchasing power.
Regular gallon of gasoline was the $.31 on average.
A six-pack of beer sold for 99 cents.

Member's request

John Rogers is looking for a 1963-1965 Ford Falcon Convertible to purchase and restore. If you have one to sell, please contact John at 205-531-6021.

The popular car in 1965 was the Chevy Impala. It sold for an average of $2,670 - $3,070. 803,400 of the two door hardtop coupe were produced. Current price range is between $12,500-$40,100 depending on condition.

Founded 1959

Dixie Vintage Antique Automobile Club, Inc.

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www.dvaac.com

The 2023 Dixie Vintage Member Decal is now available upon payment ($20) of your 2023 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 newly designed trophy is to the right.

Pictured left is Jeff Capps and his 1962 Ford Galaxy 500 Convertible. Jeff is the first winner of January's monthly trophy award. Dixie Vintage President Ed Zanaty is presenting the trophy.

Pictured right is Johnny Capps Senior with his 2002 Trans Am WS6 Convertible. He is the second winner of January's trophy winner. Dixie Vintage President Ed Zanaty is presenting the trophy.