



Dixie Vintage Antique Automobile Club, Inc Newsletter

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

April, 2023 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 Members

DIXIE VINTAGE EVENTS

Dixie Vintage First Saturday Cruise-In:
Saturday, April 1, 2023, 8-11 am.
Hoover Tactical Firearms
1621 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Business Meeting:
Tuesday, April 4, 2023, 6 pm
Dale's Southern Grill
1843 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Mid-Month Cruise-In:
Saturday, April 15, 2023, 8-11 am.
Dunkin Lakeshore
300 Commons Drive
Homewood, Alabama 35209

Celebrate Hoover Day April 29th 9am

Dixie Vintage Annual Charity Car Show
ICW Celebrate Hoover Day at Veterans Park
Hoover provides food trucks
Thirty Trophies, prizes, \$20collected at gate
Register now at <http://WWW.DVAAC.COM>.
See flier on page 4 for details.

It's never too early for coffee and a donut. Pictured below are several folks who made the run to Dunkin to consume those two food groups.



"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

Kevin Brasher
Chelsea, Alabama
1949 Chevy PU Truck
1974 Honda CB550
1983 Jeep CJ7

Jeff and Donna Brown
Pelham, Alabama
1980 Chevy LU

Art and Joyce Duncan
Birmingham, Alabama
1966 Chevy Chevelle SS396

Steve Vaughn
Pelham, Alabama

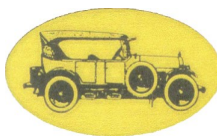
Welcome to the Club!

Winners of the March Raffle:

Mark and Cindy D'Andrea
Congrats Mark and Cindy!

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.

2023 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

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Packard's 352 Cubic Inch Engine

by
John E. Krauser

In 1955 Packard built an all new V8 engine. The block displaced 352 cubic inches and had an overhead valve design. The demand for overhead valve V8 engines was increasing. Cadillac and Oldsmobile had this overhead valve design six years earlier.

During the 20th Century most automotive manufactures including Packard, developed and built their own engines. Over the years engine designs were modified, improved, and ultimately retired. Each engine had a life expectancy of several years. Chevy's 327 V8 cubic inch engine was built for eight years. Ford's 289 V8 cubic inch engine was produced for 5 years. Studebaker's 289 V8 cubic inch engine lasted nine years.

The 352 V8 cubic inch engine design was considered "Packard's Last Hurrah". The engine was used for just two years. By the time this engine hit the market the mighty Packard Car Company demise was near.

The basic 352 V8 block weighed 210 pounds. The cast crankshaft was 56 pounds in weight with five main bearing journals. 22-ounce Aluminum alloy pistons were used with one oil ring and two compression rings. The iron camshaft had a 1" wide timing chain. The cam was supported by five removable bearings. The 64-pound heads were interchangeable from side to side. Fifteen cap bolts connected them to the block. Compression ratios as high as 12.0:1 could be employed. The final weight of the engine minus the air cleaner is listed as anywhere from 698 to 710 pounds.

The 1955 Packard Clipper Custom, Patrician, and Four Hundred received this 352 cubic inch engine with the following specifications: Bore and Stroke: 4.00" x 3.5"; Compression was 8.5 to 1; Horsepower was 245 @4600 RPM. Torque was listed at 355 ft. lbs. @ 2400 RPM. A Carter WCFB four-barrel carburetor was used on the Clipper while a Rochester 4GC four-barrel was employed on the Patrician and Four Hundred.

The 1955 Packard Caribbean had the 352 cubic inch engine with the same above specifications except the horsepower was 275. Two Rochester Type 4GC four-barrel carburetors provided the extra horsepower.

In its second and final year, the 352 cubic inch engine was found in the Packard Clipper Deluxe and Super. The compression ratio changed to 9.5 to 1 and had 240 horsepower @4600 RPM. A Carter WGD two-barrel carburetor was used.

The 1956 Packard Clipper Custom and Executive had the same 352 cubic inch engine and specifications with one exception, the carburetor. A Rochester Type 4GC four-barrel carburetor was used, and this moved the horsepower to 275.

Packard was believed to use methods of testing HP/torque values that underestimated the engine's final HP and torque.

By 1956 the Packard/Studebaker merger had been completed. Studebaker introduced the Hawk Series for the first time in 1956. This was also the year that Studebaker's 289 V8 cubic inch engine came out. It was installed in the Sky Hawk. The premier Studebaker Hawk was the Golden Hawk. And, it had Packard's 352 cubic inch engine with the same setup as the Clipper Custom and Executive. Studebaker built 4071 of the 1956 Golden Hawks. All of them had the Packard Engine. There was a rumor that Studebaker dealers would offer the option of installing two 4-barrel carburetors on this engine. There is no definitive number as to if and how many engines received this option. The horsepower rating was believed to be three hundred.

The Packard 352 cubic inch engine was considered too heavy for the 1956 Golden Hawk. There were many poor reviews as a result. So, in 1957 the 352 cubic inch engine was discontinued in the Golden Hawk. The 1957 and 1958 Golden Hawk had the 289 V8 cubic inch engine installed, with a supercharger. Studebaker's 289 V8 cubic inch engine weight was listed as 685 pounds. The supercharger weight is 45 pounds. The difference between the Packard 352 cubic inch engine (710 pounds) and the Supercharged Studebaker 289 V8 cubic inch engine (730 pounds) is 20 pounds. The Packard engine was lighter.

The 1957 and 1958 Packard automobile was built by Studebaker and based on Studebaker models. But the 352 cubic inch engine was no longer made. Instead, the Packard was fitted with the Studebaker 289 V8 cubic inch engine and supercharger. So, let this sink in: The Packard 352 cubic inch engine was too heavy at 710 pounds to be used in the 1957 & 1958 Golden Hawk. Yet the Packard auto built on a Studebaker chassis used a Studebaker 289 V8 cubic inch engine and supercharger with a combined weight of 730 pounds. GO figure!



ANNUAL CHARITY CAR SHOW
PRESENTED BY DIXIE VINTAGE ANTIQUE AUTO CLUB

APRIL 29, 2023

GATES OPEN 8:30 am
CHECK IN 9 am - 11 am
\$20 ENTRY FEE PAID AT GATE
(register online or in person)

AWARDS 2:00 PM
winners must be present

RAIN DATE

April 30th, 2023, 10:30A-4:30P

VETERANS PARK

4800 VALLEYDALE ROAD
HOOVER, AL 35242

FOR MORE INFO:

- DVAAC.COM
- GARY: (205) 706 - 7614
- or
- DIXIE VINTAGE ANTIQUE AUTO CLUB on FACEBOOK



TOTAL CAR CARE EXPERTS

Richard Hill
Owner/Operator

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

2610 6th Avenue South
Birmingham, AL 35233

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Jim Baxley

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L & M Rod and Customs

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National Night Out March 21st, 2023 Hoover, AL

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Retired Rides LLC
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Pelham, AL 35124

Owners Greg & Sandy Tope

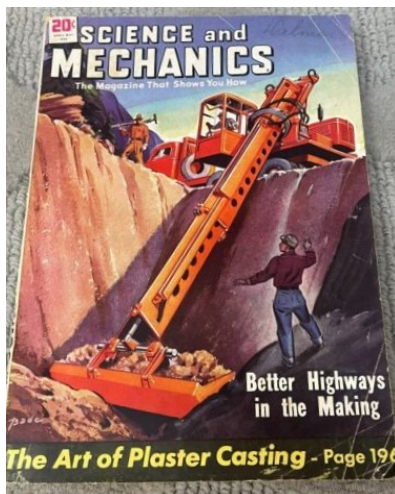
It's 1948

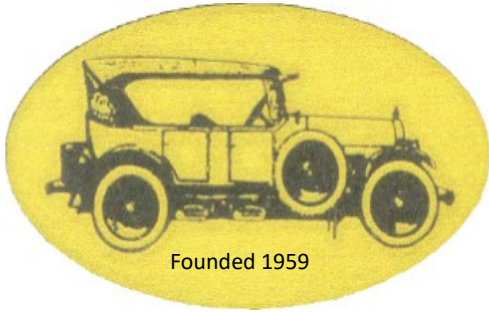
A new car average cost \$1,250.00
Average wages per year \$2,950.00
Gasoline was about 16 cents a gallon on average.
A barrel of oil cost between \$2.50-\$3.00
Science and Mechanics Magazine sold for 20 cents
A 6.5 oz bottle of coke was 5 cents out of your pocket
At General Motors wage increases were tied to cost of living index in the United Auto Workers Contract
33- 1/3 Long playing records were invented
Wrestling and Boxing are big hits in Prime Time TV

One of the finest cars made in 1948 was the Packard Woody Wagon. It was one of the most expensive cars made during that time listing for \$3425.00. The average new car cost was \$1,250.

The car came with a 288 cubic inch straight eight engine, a three speed manual transmission with factory overdrive, radio, heater and defroster. In today's market one sold for \$75,000.00. The average price is around \$35,000.00

The model pictured below was sold from 1948-50 with 3,864 listed as built.





Dixie Vintage Antique Automobile Club, Inc.

4572 Eagle Point Drive

Birmingham, AL

35242-6942

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 above are Steve Kitchens & Dana Yates standing by their 1966 Chevelle SS Convertible.

They are the first winner of March's monthly trophy award.

Dixie Vintage President Ed Zanaty is presenting the trophy.

Pictured right Eddie Bibb. He is the proud owner of a 1969 Chevrolet Impala Convertible.

Eddie is the second winner of March's monthly trophy.

Dixie Vintage President Ed Zanaty is presenting the trophy.

