Founded 1959

Dixie Vintage Antique Automobile Club, Inc

Newsletter

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

July, 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, July 1, 2023, 8-11 am.
Hoover Tactical Firearms
1621 Montgomery Highway
Hoover, Alabama 35226

There will be no Dixie Vintage Business Meetings in the months of July or August. The next DV Business Meeting is scheduled for Tuesday, September 5, 2023, 6 pm.
Dale's Southern Grill

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

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The picture to the **right** was seen at a recent car show. Drew Ash had it displayed in memory of his wife. In addition to Drew, Debbie was a member of our Automobile Club. We miss seeing her at our events.

Dixie Vintage Member

"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

Jay and Cindy Bates
Birmingham, Alabama
1972 Ford Bronco
1973 Chevy Caprice Convertible
1986 Chevy C10

Joseph E. Bonner
Hueytown, Alabama
1960 Ford F-100

Courtney Brown
Vestavia, Alabama
1972 Ford F-100
1987 Nissan 300ZX Truck
1988 Ford Bronco

Tim and Kathy Doonan
Cropwell, Alabama
1965 Pontiac Catalina 2DR HDTP
1965 Pontiac GTO 2DR HDTP

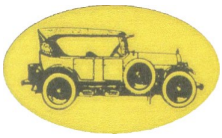
Brett and Nancy Ann Winford
Helena, Alabama
1955 Chevy Bel Air HDTP
1969 Chevy Camaro Yenko Clone
1970 Chevy Blazer K-5

Claude Lee and Mary Paxton-Lee
Wilsonville, Alabama
1955 Ford Crown Victoria 2dr Hardtop

Welcome to the Club!

Winner of the June raffle:
John Wilder

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.

Cool air/Hot cars

By

John E Krauser

When cool air is mentioned in a car, climate control to the passenger compartment is usually the first thing that comes to mind. And here in the south, air conditioning in our vehicles is necessary if we want any comfort while driving. Some of the cars and trucks attending shows and cruise-ins came with air conditioning from the factory. For many of us, our old rides did not have that system as an option. The aftermarket has been great in offering many brands of passenger compartment cooling systems for these older cars and trucks. The gist of this article is that we can't talk about cooling systems without talking about the heat issues.

The passenger compartment is cool, but the heat removed must go somewhere. The air conditioning condenser coil dissipates heat in front of the vehicle's radiator. That heated air is pushed and pulled into the vehicle's engine compartment. This air flow also removes heat from the radiator as it passes through and exits around the lower fender area. The engine's water temperature should drop 15 degrees as air passes through the radiator.

At low speeds and idle, the under the hood temperature can quickly build up. A heavy-duty water pump (one that moves a greater volume of water) can help cool the engine during these times. A word of caution should be noted. Moving the water too quickly through the radiator will not allow for proper cooling. A large capacity radiator that has more columns and cooling fins will help cool the larger volume of water. An alternative to a stock radiator (copper and brass} is an aluminum radiator that dissipates large amounts of heat for its size. Still, the dissipated heat is in the engine compartment, at least for a short while.

Another item that adds heat under the hood is the alternator. Electrical current flow produces heat. Electrical cooling fans, the air conditioning air compressor and blower fans, in the passenger compartment draw a combination of 30-50 amps or so. The alternator must supply that draw of current. The heat is discharged in the engine compartment.

The battery also receives current to keep it charged. That current flow warms the battery up as well. Hot air is discharged under the hood. Battery life is also reduced by the presence of constant heat.

Heat under the hood will cause issues if not addressed. Spark plug wires can melt near the exhaust manifold on certain engines, especially high-performance ones. Sometimes the spark plug wires are insulated at the factory. There are aftermarket products used to provide thermal insulation on wiring, as well.

One of the major heat problems that affects carburetor engines is vapor lock. This is due to under the hood heat. Ethanol fuel boils at a lower temperature than non-ethanol fuel. Wrapping the entire fuel line under the hood with a product used on spark plug wires makes a difference in thermal protection. In one of our cars, I reduced the fuel line temperature from 154 degrees to 102 degrees by wrapping the fuel line and filter with an insulation wrap. Electric fuel pumps help override the vapor lock issue, as well. This type of pump delivers constant pressure and flow of fuel to the carburetor. Another option is to add a phenolic spacer between the carburetor and intake manifold. This spacer helps reduce heat to the base of the carburetor.

Another often overlooked issue with under the hood heat is the heat riser system. This system routes exhaust gas toward the base of the carburetor. In extremely cold climates this process helped bring the carburetor up to operating temperature. Located on the engine's exhaust manifold is a heat riser valve. When the outside temperature is freezing or below this value is closed. The exhaust gases are routed under the intake manifold to provide heat for the carburetor air/fuel mix. As the engine warms up this valve opens, and exhaust gases exit through the exhaust pipe, muffler, and tail pipe.

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The heat riser valve no longer exists in most of our vehicles because our driving habits have changed – we typically drive during warm weather. However, even with the absence of the hear riser system, the path for the heat under the intake manifold is still there. This allows for some hot gases to circulate under the intake manifold. I have seen instances where the path has been blocked in one fashion or another to eliminate heating the carburetor's base.

Another heat generating device under the hood is a supercharger. Atmospheric pressure at sea level is 14.7 psi. A typical supercharger will boost the air pressure by five pounds. This raises the air temperature by 45 degrees. Intercooler systems are available to lower the effects of supercharger heated air.

A finely tuned carburetor system may struggle with a supercharger on a cold morning. The dense air increases air to fuel mixture, and fuel will not vaporize as well. We usually have some type of climate control for our car storage. Our Birmingham climate is also moderate, so cold starts for our classic rides would be rare.

Air flow into the carburetor or injection system is mixed with gasoline. Known as the stoichiometric mixture, the ratio is 14.7 grams of air to one gram of gasoline. The air temperature has an impact on how the engine runs at this mixture ratio.

A cold air intake is an aftermarket device that replaces the stock air intake system in a vehicle. Colder air flowing into the engine will improve its performance. A basic cold air intake kit consists of an air filter, an intake tube, and some type of heat shield. More oxygen is present in cooler air, allowing more fuel for combustion and increased horsepower.

A typical factory airflow/fuel setup pulls air from under the hood into the engine. This air is hot. A cold air intake is located either below the bumper or above the hood, drawing cooler air into the system. The devices are made of materials that reduce the transfer of heat into the engine.

There are several choices for cold air intake kits that will operate with either carburetor or fuel injection systems. Fuel injection systems are more common and therefore a wider range of cold air kits are available. Carburetors can be adjusted to balance the cold air/fuel mixture. Fuel injection systems require computer-controlled adjustments. For example, the mass air flow sensor constantly adjusts fuel flow to match air flow. Too much cold air flow can create engine knock. Choosing the proper system for your engine is important.

Summer car events are enjoyable. We have found ways to keep cool while talking about our hot looking cars and trucks. Let us keep our hot vehicles as cool as possible when driving to these events.

Pictured below **left** is an example of a cold air kit available for purchase**,** below **right** is an installed system.

Recent Car Show in Trussville

It's 1977

Cost of a new home was around $54,200
Median Household Income averaged $13,572
First-class stamp: $0.13
Cost of a gallon of regular gas was $0.62
Ford built 14,546 Broncos costing an average of $5,620
As of June, 2023 the average selling price is $60,000
200 cu. in., Inline 6 cylinder was used in the vehicle

Below is an ad for Cities Service Company

Below **right** is a gasoline station located in rural Kentucky

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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.

Pictured **below** is Cruise-In Favorite Trophy winners John Wilder, 1955 Chevrolet Truck

DVAAC President Ed Zanaty is presenting the award.

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 2023 trophy is to the **right.**

Pictured **below** are Cruise-In Favorite Trophy winners, Austin Davis on the left with his son, Evan Davis, on the right. 1929 Ford Model A with rumble seat.

DVAAC President Ed Zanaty is presenting the award.