

# Dixie Vintage Antique Automobile Club Newsletter

A Non-Profit Alabama Corporation  
[www.dvaac.com](http://www.dvaac.com)

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July 2017 Hoover, Alabama



Hoover Krispy Kreme hosts Dixie Vintage Auto Club's first and third Saturday Cruise-In each month.

## New Car Club Members

**Tommy Dilg**  
1966 Ford Mustang GT Coupe

**Andy Davis**  
1953 Chevrolet 3100 Pickup

**Sylvia Hurst**  
1953 Packard Patrician

**Wayne Rose**  
1972 Lincoln Mark IV

**Tony Pardi**  
1977 Chevrolet Impala Sedan

**Heath & JoAnne Bowen**  
1971 Chevrolet Pickup

**Ronnie & Violet Jones**  
1925 Buick enclosed touring

**Mike & Karen Keel**  
1970 MGB Roadster

**Kirk & Jean Maze**  
1932 Ford Roadster

**Dave & Christa Sullivan**  
1967 Ford Fairlane HT

**Tommy Wilkinson**

### Compare Our CD Rates

Bank-issued, FDIC-insured

6-month	% APY*	18-month	% APY*	5-year	% APY*
<b>1.05</b>		<b>1.55</b>		<b>2.4</b>	
Minimum deposit \$10000		Minimum deposit \$10000		Minimum deposit \$10000	

\* Annual Percentage Yield (APY) effective 05/11/2017. CDs offered by Edward Jones are bank-issued and FDIC-insured up to \$250,000 (principal and interest accrued but not yet paid) per depositor, per insured depository institution, for each account ownership category. Please visit [www.fdic.gov](http://www.fdic.gov) or contact your financial advisor for additional information. Subject to availability and price change. CD values are subject to interest rate risk such that when interest rates rise, the prices of CDs can decrease. If CDs are sold prior to maturity, the investor can lose principal value. FDIC insurance does not cover losses in market value. Early withdrawal may not be permitted. Yields quoted are net of all commissions. CDs require the distribution of interest and do not allow interest to compound. CDs offered through Edward Jones are issued by banks and thrifts nationwide. All CDs sold by Edward Jones are registered with the Depository Trust Corp. (DTC).

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## Dixie Vintage Events

**Saturday, July 1st**

**Krispy Kreme Cruise-in**

**8:00AM – Noon, Hwy 31, Hoover, AL**

**Jim Black, 205-527-9346**

**Sunday, July 2nd**

**Freedom Celebration 4:00-7:00PM**

**Community Baptist Church**

**8254 Hwy 17 Maylene, AL**

**Need 40 Cars, RSVP Gary Adams**

**gadams2@bellsouth.net, 205-706-7614**

**Saturday, July 15th**

**Krispy Kreme Cruise-in**

**8:00AM – Noon, Hwy 31, Hoover, AL**

**Jim Black, 205-527-9346**

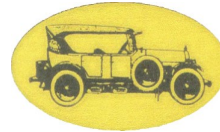
## BRYAN OLIVER HAS YOUR NAME TAG

We encourage each of our members to own and wear a name tag. We really do want to get to know you. The cost of the name tag is \$10.00. Payment in cash at the time of placing the order is required. Orders for name tags are taken at the first Saturday cruise in at Krispy Kreme. Orders placed this month will be available for pickup the next month at Krispy Kreme. Ask about name tags at the tent.



Newsletter Editor

Do you have a classic car story?  
Are you working on a restoration project?  
If you answered yes to either one, please let me know...  
David Bell 205-520-6080 cell



## 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.

### 2017 Board of Directors

Bill Cooch, Chairman  
Gary Adams  
Jim Ketchersid  
Jim Likis

### 2017 Officers

President Jim Black  
jblack2141@bellsouth.net  
205-527-9346

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205-807-6581

Second Vice President John Krauser  
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205-276-4423

Treasurer Jim Likis  
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necexpert@aol.com  
205-567-2735

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205-222-4577

Chaplin Ed Keller  
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Newsletter Editor David Bell  
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205-520-6080

Membership Mike Likis  
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205-999-4561

Webmaster Gary Adams  
gadams2@bellsouth.net  
205-706-7614

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**FREEDOM CELEBRATE**

Community Baptist Church  
 8254 HWY 17  
 Maylene, AL 35114

**People's  
Choice  
Award**

**JULY 2ND**  
**4PM TO 7PM**

*Cruise in with your Classic Car  
 or Hot Rod*

Car Show begins @4pm  
 Barbecue served @ 5pm  
 Christian Wrestling @ 6pm

Questions or to RSVP your spot contact Gregg Barlow at [205-527-1858](tel:205-527-1858) or [Gadams2@bellsouth.net](mailto:Gadams2@bellsouth.net)

# Krispy Kreme June 3rd & 17th



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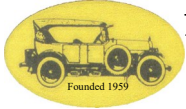


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Pelham, AL 35124

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A Non-Profit Organization



Founded 1959

### **Winter-Blend vs Summer-Blend Gasoline**

I recently took my '71 Ford LTD out for a drive. With "summer-blend" gasoline I bought last fall in the fuel tank and cool weather, the engine ran great. I enjoyed that instant throttle response that makes a carbureted motor so much fun to drive. Last summer, the Ford's carburetor and I were less happy when some "winter-blend" gas, coupled with hot weather and traffic, led to vapor lock induced hesitation and stalling. Rolling to a stop on the edge of a freeway cloverleaf was disconcerting. The engine ran OK once the engine compartment cooled down and the traffic cleared.

Vapor lock happens when gasoline gets too warm and evaporates before it makes it into the engine. Fuel injected engines rarely experience vapor lock because an electric fuel pump submerged in the fuel tank keeps the gasoline under high pressure. Carburetor based fuel systems typically use a low pressure mechanical fuel pump mounted on the engine. Without much pressure, it is easier for gasoline to prematurely vaporize in a hot fuel line, fuel pump or carburetor. The fuel pump cannot pump vapor and the engine stalls.

Vapor pressure is a measure of how eager gasoline is to evaporate. Winter-blend gasoline has higher vapor pressure. Higher vapor pressure makes an engine easier to start in cold weather because the fuel vaporizes more readily inside cold cylinders. Winter-blend gas costs less because it contains more inexpensive volatile hydrocarbons such as butane. (Butane is an ingredient in some aerosol cans of "starting fluid" used to help start balky cold engines.)

Summer-blend gasoline has lower vapor pressure and costs more. It is less likely to cause vapor lock in a fuel system or evaporate and contribute to air pollution. My '71 Ford is safely swaddled in the garage during the coldest part of the winter. Today's summer-blend gasoline is the closest thing to the low vapor pressure gasoline blends sold in the 1960s. After my vapor lock experience last year, I try to keep summer-blend gasoline in my '71 Ford's tank as much as possible.

The availability and composition of summer/winter blends varies depending on the local climate. Regions with mild weather and relatively little air pollution might not bother to switch blends seasonally. In those areas, something similar to a winter-blend is usually the default gasoline because of its lower cost. Most newer cars can work OK with winter blend gasoline year-round because their high pressure fuel pumps prevent vapor lock and their sealed fuel systems prevent air pollution. Vapor Canister Purge Valves, Vapor Canister Vent Valves and other EVAP system parts (listed under "Exhaust and Emission" in the catalog) help catch and condense any evaporated gasoline.

It may seem counterintuitive, but when the weather heats up, a larger city with stricter air pollution regulations may be the place to find the best gasoline (summer-blend) for your old carbureted cars/trucks.

Tom Taylor,  
RockAuto.com