



# Dixie Vintage Antique Automobile Club Newsletter

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

August 2018 Hoover, Alabama



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

## Dixie Vintage Events

Saturday, August 4th  
Krispy Kreme Cruise-in  
8:AM - Noon, Hwy 31, Hoover, AL  
Jim Black, 205-527-9346

Friday, August 10th  
*Rebel Without a Cause* @ Alabama Theatre  
**A Maximum of 10 cars may park on the theatre side of the street beginning at 5:30PM. *Please RSVP if you wish to bring a car. Theater requested cars & hot rods from 1960 & older*** (for every DV member car or rod parked, they will provide 2 complementary tickets). Box office opens at 6:PM. Advance purchase tickets available through Ticketmaster. Some of us plan to arrive early and will try to save a block of seats in the balcony (let us know if you plan to attend so we will know how many seats to save). This is a great movie and will be loads of fun to watch as a group! Period dress or DV shirt appreciated! Please RSVP Joe Alafano, [alfanojm4@bellsouth.net](mailto:alfanojm4@bellsouth.net) 205-222-4577, or [gadams2@bellsouth.net](mailto:gadams2@bellsouth.net)

Saturday, August 25th, 9AM - Noon,  
Car Display at Helena Market Days at  
Helena Amphitheater, 4151 Hwy 261,  
Old Town Helena. No registration fee.  
Limit of 25 cars. RSVP Stan Stepleton,  
205-873-3579,  
[macknine92@gmail.com](mailto:macknine92@gmail.com)

The 3rd Saturday Krispy Kreme Cruise-In is scheduled to start in October and run through May. As always the 1st Saturday Krispy Kreme continues year round.

### Birmingham Area Cruise-in

#### Schedule for 2018

Visit [www.DVAAC.com](http://www.DVAAC.com) for details

## Robert F. (Bob) Moore

Dixie Vintage member & past club president, Robert F. Moore passed away on July 18, 2018, at the age of 85. He is survived by his wife Tommie; son Roddy (Renee) and daughter Teresa (Franky) Wilson, grandchildren Stephanie, Courtney, and TJ, and six great-grandchildren. Bob umpired softball & baseball and is a member of the class of 2008 Alabama Amateur Softball Hall of Fame. Bob loved bringing his mother's restored 55 Chevrolet to all Dixie Vintage events. His funeral was July 21, 2018, at Rideout's Trussville Chapel and he was buried at Pine Bluff Baptist Church Cemetery in Locust Fork. We will miss him.

**Annual dues are \$15.00.** Please make your check payable to Dixie Vintage and mail it to the following:

**Jim Likis, 4572 Eagle Point Drive,  
Birmingham, AL 35242**

## New Process for Ordering Name Tags

Dixie Vintage President Jim Black has streamlined the process for ordering name tags. This new process will expedite the delivery of your nametag to your home. The order form will be available in the tent at Krispy Kreme Cruise-ins. The member needing a name tag will complete the 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?  
Are you working on a restoration project?

Please let us know.  
Pat or John Krauser  
Cell: 205-276-4423 or  
Email: jekbest@aol.com

## New Car Members

Dewitt & Sandy Hardee, Hoover, AL

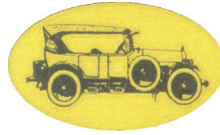
Donald Jinright, Birmingham, AL  
1953 Studebaker Coupe  
1956 Studebaker Sedan  
1961 Morris Minor Van

Curt Jones, Birmingham, AL  
1966 Ford Mustang Coupe  
1969 MGB  
1978 Ferrari 308 GTS

David Keith, Graysville, AL  
1951 Ford Custom Convertible

## 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.

### 2018 Board of Directors

Gary Adams, Chairman

Jim Likis, Secretary/Treasurer

Bill Cooch

Jim Ketchersid

### 2018 Officers

President Jim Black

jblack2141@bellsouth.net

205-527-9346

First Vice President Dale Baker

dalebaker001@att.net

205-807-6581

Second Vice President Ed Zanaty

ezanaty@bellsouth.net

205-942-1312

Secretary/Treasurer Jim Likis

205-980-0314

4572 Eagle Point Drive

Birmingham, AL 35242

Activity Director Steve Owen

necexpert@aol.com

205-567-2735

Marketing Director Joe Alfano

alfanojm4@bellsouth.net

205-222-4577

Chaplin Ed Keller

ekeller@dixiecrane.com

205-832-5424

Newsletter Editor Pat & John Krauser

jekbest@aol.com

205-276-4423

Membership Mike Likis

mlikis@mayerelectric.com

205-999-4561

Webmaster Gary Adams

gadams2@bellsouth.net

205-706-7614

# Let's just redo the interior.

By John E. Krauser

This was my opening statement to the owners of an auto restoration shop last August. And can we talk about fixing the paint on the hood where it is blistering? Also, the alternator appears to have lost one phase of charging. The speedo is starting to fail as well. The more I thought about it, the longer the list became.

I believe many of us old car owners have been in this position. Where do we start and more importantly, where do we stop? This is what I faced when inquiring about fixing up our 1963 Studebaker Avanti. At that point the car had been in our possession for eight years. It was time for some major work to improve the cosmetics as well as mechanical issues.

First, we evaluated the condition of the paint and body. The car had been repainted sometime in its life with the basecoat/clearcoat method. It was an okay job with a very close color match but the original lacquer finish was just painted over. Thus, blistering was occurring. It was evident that a total repaint would be the only answer. This meant stripping layers and layers of paint. Out came four gallons of aircraft paint stripper for fiberglass. From the factory there were flaws in body panels and alignment. The Avanti consists of 129 fiberglass panels and parts. There was right fender damage from an accident. We decided to make a better repair and fix all the alignment gaps and flaws in various panels. Vast amounts of time and eight quarts of fiberglass were used to make the necessary repairs. No telling how much sandpaper was used to get the body smooth. The body was treated to epoxy sealant, primer sealant, two coats of original Avanti Gold Metal Flake base and five coats of clear. We sanded and buffed about 1 ½ coats of the clear off. Both bumpers and engine valve covers got new chrome.

The doors were showing signs of sagging. It was not easy to get them closed. The door latch design on the Avanti is such that when closed, the door becomes an integral part of the body structure. All four door hinge assemblies were attached to the fiberglass door were showing major signs of stress. The doors were removed and the entire area where the hinges attached were rebuilt much better than when the car came off the assembly line in South Bend.

All new rubber moldings plus a new windshield were needed. Some of the rubber simply did not fit. Sanding and shaving the rubber was required. It took time, but all the rubber was installed.

Once the body was done repairs were made to the speedometer, tachometer and alternator. New valve seals were installed. The carburetor was rebuilt along with both the radiator and its overflow tank. The radio was converted AM-FM-Ipod. It still has the original appearance. The entire engine bay was cleaned and detailed. The Avanti came with disc brakes from the factory. An upgrade to a newer and larger system was made. A new dual master cylinder was installed. The gasoline tank was cleaned out. Wiring harnesses were checked and repaired. Additional ground straps and lines were added. The exhaust system was replaced. The power steering system was overhauled. New bushing were installed in the suspension system.

I almost forgot. The car went in for just interior work. I had ordered a total replacement kit from a vendor who builds interiors for these cars. We had to find material locally for a couple of pieces that were not in the kit. Pop rivets were used throughout the car to fasten panels together. We drilled all of them out and replaced them with new steel pieces. Dynamat was used to insulate the passenger compartment. This car's transmission tunnel gets very hot. We added additional insulation in this area as the AC's evaporator coil is located above the tunnel.

The dash pad was shot. Acquiring a new one took two months as the only vendor of the product was reluctant to sell one. They claimed that people were not installing them properly and wanted refunds when the pad was damaged during installation. Fact is the pads were not built correctly. The padding on the original dash was about half the thickness of the replacement. A week was spent removing excess material. The glove box cover was too large for the opening in the dash. I wonder how that could happen when the same company made the whole unit. Material from the cover was removed so it would fit in the dash opening.

It has been quite an experience working on this unusual product of automotive history.

As of this writing the car is 99% done. Last August I said, **"Let's just redo the interior"**.





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**Dixie Vintage Board Appointments**

On June 18, 2018, The Dixie Vintage Board of Directors made the following appointments to be effective immediately:

- John Krauser to Newsletter Editor (joint effort with his wife Pat)
- Ed Zanaty to 2<sup>nd</sup> Vice President (to fill John Krauser's vacated position).

**Changes on the Dixie Vintage Board of Directors**

On June 18, 2018, the Dixie Vintage Board of Directors voted to accept and approve the following changes on the board: Jim Ketchersid, having served on the board for seven years, has decided to retire. The board appointed Jim Black to serve on the board replacing Jim Ketchersid. Both action to be effective immediately.

**Pictures**

**Top Right:** Ed Zanaty's Chevy is on display.

**Bottom Right:** Gary Adams Ford was also on display at the Regency Retirement Community. One of the residents pictured near Gary's car expressed an interest in all of the vehicles at the show.





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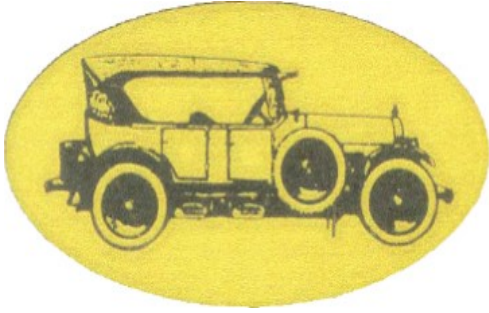
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**4572 Eagle Point Drive**

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**35226**

**www.dvaac.com**

A Non-Profit Organization



Recent Cottage Retirement Car Show. Winning the trophies are Ed Zanaty (top), Larry Riggs (lower right) and Dwayne Crawford (below), all Dixie Vintage members.



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