



Dixie Vintage Antique Automobile Club Newsletter

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June 2018 Hoover, Alabama



Hoover Krispy Kreme hosts Dixie Vintage Auto Club's first

3rd Saturday Cruise-In Changes

Going forward Dixie Vintage will host the third Saturday Krispy Kreme Cruise-In from October through May each year. So, **no third Saturday Cruise-ins until October**. Volunteer staff was over - worked. The first Saturday Krispy Kreme Cruise-In will contin-

Dixie Vintage Events

Saturday, June 2, 2018
Krispy Kreme Cruise-in,
Hwy 31 Hoover, AL
Jim Black 205-527-9346

Thursday, June 15, 2018
Regency Retirement Car Show
285 West Oxmoor Road, Homewood
10:30AM-12:00, 20 Cars needed,
Steve Owen 205-567-2735

Monday, June 18, 2018
Country Cottages Retirement
Car Show, 1:00PM 2:30
10 cars needed,
Gary Adams 205-706-7614

Wednesday, June 27, 2018
5:00PM until movie starts,
Vulcan Park Movie Night
Car Show, Movie is Smokey & the
Bandit, celebrating Southern Thunder
racing, Joe Alfano, 205-222-4577
Music by DJ Larry

Friday, June 29, 2018
Galleria Woods Retirement
Car Show, 10:30AM - 1:00PM
20 cars needed,
Steve Owen 205-567-2735

Birmingham Area Cruise-in Schedule for 2018

**First Saturday - Krispy Kreme Cruise-In, 8AM - 12
Noon, Hwy 31 Hoover, AL**

Alabaster Shopping Center, 4: 30PM

**Second Saturday- McCalla Shopping Center,
4:30PM**

Publix's Parking lot, Chelsea, 4:30PM

Third Saturday- Jacks, Moody

Fourth Saturday- Fultondale, 4:30PM



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

No New Members for April.

DIXIE VINTAGE ANNUAL MEMBERSHIP DUES ARE DUE

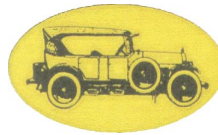
This is a reminder to all Dixie Vintage members that your annual dues for 2018 are due now.

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**

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

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Webmaster Gary Adams

gadams2@bellsouth.net

205-706-7614

Electrolysis and your Classic Ride

By John E. Krauser

Most of us are familiar with the term electrolysis and its effects on dissimilar metals. Corrosion and etching can occur rather quickly at the point where dissimilar metals contact each other. A whole new world of electrolysis problems was introduced while performing work on two of my Studebakers; 1962 Hawk and a 63 Avanti.

About six years ago the 62 Hawk's 289 V8 engine was totally rebuilt. The radiator core was replaced as well. Driving was limited as the Avanti and a Buick were also driven to various events. I do not recall changing the anti-freeze during the last six years.

Last year some issues surfaced with the body and paint on the 62 Hawk. I decided to perform several maintenance items and upgrades to the car while the body repairs were completed. All freeze plugs were rusted, and some were leaking.

The ignition was not performing properly. The 40,000-volt coil was bad. Once replaced the spark was hot and so was the engine. The radiator was plugged up. The heat issue did not surface until we had good ignition. As of this writing the radiator is not completely clear even with multiple flushing. It will be removed from the car for further cleaning.

I started thinking about why these issues occurred. Electrolysis in action. I read several articles on the web and here is an overview of my knowledge combined with other articles.

Current will flow through the path of least resistance. Rusted or otherwise damaged ground connections prohibit the flow of current back to the battery negative post. Electron flow will seek alternative paths that may include the radiator and its fluid. Soldered radiator cores and anything metallic that has coolant flow will be subject to corrosion and rust. The contamination can wind up in the radiator core. I believe this is what happened to my 62 Hawk's radiator.

The best test for these types of issues is simple. Get a digital volt meter and set the scale to 10 volts DC. Place the negative test meter lead on the negative lead of the battery. Place the positive lead into the radiator's coolant. Do not allow the lead to touch any of the radiator's metal. Wait about two minutes to allow any surface charge to dissipate.

Voltage reading should be less than 0.3 volts DC. A higher reading indicates some electronic device is seeking ground through the radiator. This needs to be resolved.

Next turn on the ignition but do not start the engine. One by one turn on anything electrical. If the voltage jumps that indicates a ground issue with that device. Find and correct the problem. Another way to determine what is causing the voltage rise is to take a large piece of wire and connect it to the battery's ground terminal. Take the other end and touch it to the item that is turned on. If the voltage on the digital meter drops you have found what device is badly grounded.

On my 62 Hawk we added a ground strap between the engine block and frame near the right-side motor mount. We did not take any voltage readings before installing the strap. There is one word of caution when cleaning electrical connections. If a wire brush is used make sure not to leave any scratches in the metal surfaces. Scratches create valleys that will diminish surface contact. It would be wise to add a conductive electrical grease to the connections that will fill the valleys and help with better contact. "Just a little DAB will do ya". Remember "BrylCreem".

On my 1963 Avanti the water pump was leaking around the edge of the pump body. When it was removed I found that the pump surface where it attached to the water manifold was etched. The path was almost an 1/8-inch-wide in the pump housing. 129 pieces of fiberglass make up the Avanti. Grounding is very important just to get items working properly. Again, we added a ground strap between the engine block and frame near the right-side motor mount. The factory manual calls for one but it did not exist. I also replaced both battery cables and ran the ground to the engine per shop manual instructions. It is not a good idea to run the battery ground to any bolt on the exhaust manifold. Big temperature changes can affect the ground connection.

I hope this information can be used to prevent electrical and cooling issues with your ride. We want to see as many classic cars out and about this summer as possible.



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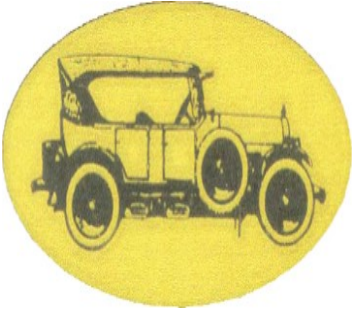
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Pictures from the 2018 Calera Strawberry Festival Car Show





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**Activity Director Steve Owen is parking cars at Calera's
Strawberry Festival last month.**

