



# Dixie Vintage Antique Automobile Club, Inc Newsletter

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

December 2019 Hoover, Alabama



Dixie Vintage Cruise-In@ Hoover Tac meets the 1st Saturday each month year round 7A-11A.

Visit <http://WWW.DVAAC.COM> for more information about Dixie Vintage Antique Automobile Club.

You may mail your dues (\$20) check to our treasurer, Jim Likis, 4572 Eagle Point Drive, Birmingham, Al 35242. Checks should be made payable to Dixie Vintage Antique Automobile Club. Thank you!

## Dixie Vintage Events

## Non-Dixie Vintage Events

Our next Dixie Vintage Business Meeting will be held on **Friday, December 6, 2019, 6:00Pm** at the Dixie Vintage Christmas Party at Metropolitan Church of God, 2800 Metropolitan Way, Birmingham, AL 35243.

**Friday, December 6, 2019, 6:PM**, Dixie Vintage Christmas Party at Metropolitan Church of God, 2800 Metropolitan Way, Birmingham, Al 35243. Cost is \$16.00 Person. See the flier inside for additional information. RSVP now for lots of fun! **Info, call Gary Adams 205-706-7614**

**Saturday, December 7th, 2019**  
7:00AM-11:00AM, Dixie Vintage Cruise-in at Hoover Tactical. 1561 Montgomery Hwy, Hoover, AL

See Dixie Vintage web-site for regular monthly events.

1<sup>st</sup> Annual Helena Athletic Association Diamond Club Car Show has officially been moved to January 18th. We will have any updated information regarding the show in January's newsletter.

Your \$20 dues gets you a windshield sticker pictured below plus the monthly newsletter.

### "Dixie Vintage Cruise-in at Hoover Tactical "

The Cruise-in will be held on the first Saturday of each month starting at 7:00AM. 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.

The club will provide one Krispy Kreme doughnut and a cup of coffee for members and visitors who bring their old car. Doughnuts will be served from 7:30 until 9:30AM. We may adjust the doughnut & coffee times for future cruise-ins.



## 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?  
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

Richard and Ginger Galbraith  
1947 Chrysler Royal which is pictured below.

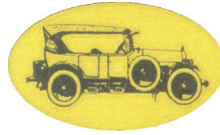


Winner of the raffle: William Lehman. Congrats William!

The drawing for the raffle will be held at 10:00 am on the day of our monthly cruise-in. You must be present to win. In order to be eligible to participate in the raffle, you must be a member in good standing with the club with current dues having been paid.

## 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.

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205-706-7614

Jim Likis, Treasurer

Bill Cooch

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205-832-5424

Gary Adams, Webmaster

# 100,000,000 Sold

By John E. Krauser

This is not a claim by any fast food chain. Rather it is a statement about the number of engines produced by an auto manufacturer. An engine producing more horsepower was designed for the Chevrolet line of cars starting in the 1955 model year. This engine was the Chevy small block V-8. Many believe the Chevrolet small-block V-8 altered automotive engine history. It quickly became a hit in era of the Tri-Fives. The Tri-Fives were model years 1955-1957. These cars are some of the most desirable vehicles to collect.

A book requiring many hours of reading could be written about the Chevy small block V-8. I wanted to touch the surface on how engineering minds at General Motors designed a great product. If the small block V-8 was a television show it would have been highly rated in "Prime Time" and still have a great following today in "Reruns".

This small block engine was used in various cubic inch displacements, horsepower, bore and stroke plus several different fuel delivery systems from 1955 to 2003. The block V-8 weighs between **535-575 pounds**, depending on the year. As a comparison Ford's thin wall 289 V-8 is listed as weighting 450 pounds. Studebaker's version of the 289 V-8 built for 13:1 compression weights almost 700 pounds.

There were ten different cubic inch displacements ranging from 262 to 400. Several different cylinder bores and strokes were used over the life of the Chevy small block V8. Compression ratios ranged from 8.2:1 to 11:1. That's quite a run (1955-2003) considering how cars, fuel and emission standards have evolved for the years.

The first V-8 of this era had an engine displacement of 265 cubic inches. The 265 cubic inch engine was known as the "Turbo-Fire" V-8 or "High Torque" V-8 and was considered the first Chevrolet small-block. It was offered in the Corvette and Bel Air and was used from 1955-1957. It should be noted that Chevy had a V-8 in 1917-1918. The 265 V-8 produced 162 horsepower with a two-barrel carburetor. A four-barrel carburetor (and other modifications) produced 180 horsepower. This engine's power helped the Corvette start to develop a reputation for speed. In the Corvette, the 265 made 195 horsepower through a dual exhaust system.

In 1956, the 265 in the Corvette was available in three more powerful flavors: 210 horsepower with a single four-barrel carburetor, 225 horsepower with "dual quads," and 240 horsepower with the dual four-barrel carburetors and a high-lift camshaft.

The demand for more horsepower led to the 283 Turbo-Fire V-8 that started in 1957 with an overbore of the 265 block. This overbore created thin cylinder walls, so the block was recast to accommodate the larger bore while retaining a thick wall between cylinders. Horsepower range for the 283 V8 was between 185 hp and 283 hp with different types of carburetors. A Rochester mechanical fuel injection system reportedly created 315 hp from this 283 V-8.

In 1967 the engine was cast as a 302 V-8 small block for the new Chevy Camaro. This design was in response to Ford's Mustang that proved to be very popular and fast. The engine's bore was 4.00 inches with a stroke of 3.00 inches. This design was a combination of the 327 V-8 and 283 V-8. The engine was made to perform as a race engine including 11:1 compression. Sunoco 260 fuel, where are you? Reports of horsepower between 290 and 460 are listed.

The 305 cubic inch V-8 was built during the gas embargo era and introduced for the 1976 model year and ran until 1992. Reports state factory horsepower was 220. But several sources state you could get one horsepower per cubic inch with a little effort. Emission standards were getting tighter. The engine was designed to meet those requirements and become Chevy's economy V-8 in the process.

A 307 cu inch version was produced from 1968 through 1973. This engine was used in lower performance-oriented family type cars including my 68 Chevelle and was equipped with a 2-barrel carburetor. Horsepower was listed at 200 when introduced and went down to reports of 115 by 1973 which was the last year of production.

The 350 V-8 was designed as a high-performance engine option for the 1967 Camaro. In year two of its production the engine was made available in the Nova. By 1969 all Chevrolet Cars and trucks could be ordered with a 350 V-8. Its design was based on the 327 V-8 but with a different crankshaft and stroke. It quickly became the most well-known engine in GM's inventory and one of the 20th century's best engines. It is a durable engine that can be tuned for a wide range of applications including usage in the marine industry. Stated horsepower range is from 145 up to 370. In 2004 GM started using other more modern and fuel-efficient engines in their lineup. The engine is still manufactured in Mexico as a crate engine and is available for purchase by anyone desiring this machine. **Continued on page 7.**

The background of the flyer is decorated with various Christmas-themed elements. On the left and right sides, there are vertical strings of red and gold ornaments, including large red spheres and smaller gold stars. The background is filled with faint, light-colored snowflakes and swirling patterns. The text is centered and uses a mix of green and red colors.

Dixie Vintage Auto Club

# 60<sup>th</sup> Annual Christmas Party

Friday, December 6, 2019  
6pm

Metropolitan Church of God Commons Area  
2800 Metropolitan Way  
Birmingham, AL 35243

\$16 per person  
Please RSVP by November 26, 2019

A delicious dinner will be provided by the church cafeteria staff. The meal will consist of roast beef or baked chicken, two vegetables, dessert, coffee and tea.

The party will be kicked off by Dixie Vintage Auto Club President Ed Zanaty. A short business meeting will be held to include nomination of officers for 2020. Festivities will include entertainment by members of the Metropolitan Church of God Choir.

RSVP now by mailing your check payable to  
Dixie Vintage Auto Club  
5062 Lake Crest Circle  
Hoover, AL 35226  
Questions: [gadams2@bellsouth.net](mailto:gadams2@bellsouth.net)  
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The City of Harpersville has a Saturday Fall Festival in November each year along with a sponsored free car show. This year 83 cars registered for awards. Pictured is Dixie Vintage Member Steve Owen holding a trophy for "Best Engine" in his Yellow Buick GS. Show sponsors Mark and Tami Crowe are presenting Steve with the award. **More event pictures are on page 8.**

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Continued from page 3.

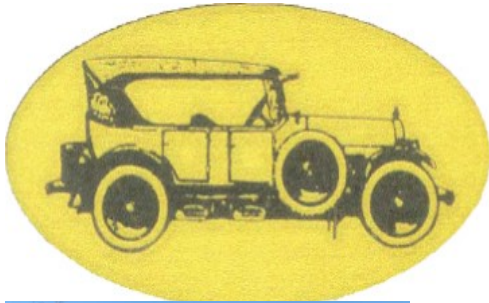
The 400 V-8 cubic inch displacement in the small block line was the largest displacement in a Chevy small block. It had a ten-year run starting in 1970. Horsepower was listed between 245–265 hp and used only a two-barrel carburetor until 1973. A four-barrel carburetor option became available in 1974. The 400 was used in full-size Chevrolet and GMC trucks. The 400 was never intended as a high-performance engine but did produce high torque. I had one in a 72 Impala.

Two limited run engines in the Chevy lineup are the 262 cubic inch V-8 that was used in 1975-76. Its horsepower was reported to be between 110 and 125. At 267 cubic inches Chevy used this size V-8 engine from 1979-1982. It appeared in the Monte Carlo and Camaro to name a few of its engine compartment locations. General horsepower rating was 115.

**And finally, the 327 V-8.** When I heard the name 327, it was music to my ears. It was cool to hear someone say "it's a 327 with 300 horsepower. I never owned a car with that engine but had friends that did. This engine was known for producing more than one horsepower per cubic inch. This was a big deal at the time.

The 327 V-8 was introduced in 1962 and had a 4 inch bore and a 3.25-inch stroke. The exact displacement is 326.73 cubic inches. Power ranged from 210 to 375 hp depending on what type of fuel delivery system was employed along with other engine variations. The 327 was produced for eight years and became legend among small-block hot rodders. The block readily accepted big-valve heads that worked well getting air-fuel into and out of the cylinders quickly.

In the movie "American Graffiti" Terry Fields was trying to get a pretty blond young lady to ride around with him. After using several pickup lines, she finally agreed to ride with him if he would allow her to touch the car's upholstery. Success at last! He was proud to say that the car's engine was a 327 with two Stromberg's. Let's hope the carburetors were four barrels.



**Dixie Vintage Antique  
Automobile Club, Inc.**  
4572 Eagle Point Drive  
Birmingham, AL  
35242-6942  
[www.dvaac.com](http://www.dvaac.com)



**For Sale:** DVAAC member Larry Riggs is selling four wheel covers from 1968-82 GM Corvette/Camaro. The price is \$100.00 for all four. Larry's number is 205-937-1005.



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