



Dixie Vintage Antique Automobile Club Newsletter

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

January 2019 Hoover, Alabama



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

Dixie Vintage Events

Saturday, January 5th,
Krispy Kreme Cruise-in,
8:AM-Noon, Hwy 31, Hoover, AL
Rain Day is 3rd Saturday,
January 19.
Ed Zanaty, 942-1312

Second Monday, January 14th
Dixie Vintage Business meeting
6:PM, At Custom's Café
Hwy 31, Hoover, AL
Ed Zanaty 942-1312

Saturday, April 27, 2019
Save the Date! Dixie Vintage
Antique & Classic Car Show
at Veterans Park, Hoover, AL
Partnering with Annual Celebrate
Hoover Day. Joe Alfano 222-4577

Your Dixie Vintage Auto Club is now collecting dues for the 2019 club year. Also, this year, upon payment of your dues, you will receive a 2019 Dixie Vintage membership decal for your cruise-in vehicle. Each decal is individually numbered for the 2019 club year and is to be affixed to the lower left-hand side of the windshield. Our dues are still only \$15.00 per year so let's make this a banner year for our club with 100% dues participation!

You may mail your dues check to our secretary/ treasurer, Jim Likis, 4572 Eagle Point Drive, Birmingham, AL 35242 and receive your decal at the next Krispy-Kreme cruise-in or pay at the cruise-in tent and receive your decal at that time. Your check should be made payable to Dixie Vintage Antique Automobile Club. Thank you!"

Birmingham Area Cruise-in

Schedule for 2019

Visit www.DVAAC.com for details

The Dixie Vintage 2018 Christmas Party

Dixie Vintage members gathered at the Fish Market in Hoover on November 30th to celebrate the 59th annual Dixie Vintage

Christmas party. Jim Black & Gary Adams Served as MCs. The food was great and everyone joyed fun time with friends.

Also, Dr. Ron Acton shared some great Studebaker stories. A short business meeting was held to nominate officers

for 2019 as follows:

Ed Zanaty - President

Dale Baker- Vice President

Jim Likis – Treasurer

Steve Owen – Activity Director

Joe Alfano – Marketing Director

Ed Keller – Chaplin

John & Pat Krauser – Newsletter Editors

Mike Likis – Membership Director

Gary Adams – Webmaster

The nominees will be voted into office

At the January 8, 2019, Business meeting.

Members celebrated the retirement of President Jim Black and Board member Jim Ketchersid. Members also congratulated Joe Alfano for his success in securing sponsors for the 2018 car show and Dale Baker for past excellence in his role as newsletter editor and as Communications Director. The above four individuals received a newly minted Dixie Vintage golf shirt.

The evening ended on a high note as members stood to sing two beautiful Christmas Carols led by Sam Peavler.

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 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

There were no new members listed for this month.

On page 3 and continued on page 8 is an article about brake fluid. The article appeared in the Spring/Summer issue #182 of the Avanti Owners Association International (AOAI). Pat and I are members. The magazine's editor, Mr. Lew Schucart gave me permission to reproduce the article that was written by Mr. Peter Yuen who is an AOAII Canada member. I found it very informative.

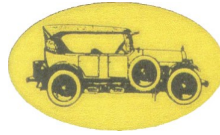
New DVAAC President Ed Zanaty has designed a DVAAC windshield sticker for our cars. It is to be located on the lower left (driver's side) of the windshield.

Pictured right is one of mine. You will receive yours once the dues have been paid for 2019. Dues are still \$15 for the year.



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.

2019 Board of Directors

Gary Adams, Chairman
Jim Likis, Treasurer
Bill Cooch
Jim Black

2018 Officers

President Ed Zanaty
ezanaty@bellsouth.net
205-942-1312
Vice President Dale Baker
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Treasurer Jim Likis
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Birmingham, AL 35242
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Membership Mike Likis
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205-999-4561
Webmaster Gary Adams
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205-706-7614

Brake Fluid Vapor Lock

Peter Yuen

AOAI Canada member

From time to time, we hear of vapor lock in the fuel system where the gas does not reach the carburetor but we seldom if ever hear of the vapor lock in the braking system. It exists.

When a driver places his foot on the brake pedal the pressure that he exerts actuates a piston in the brake master cylinder. This displaces a column of brake fluid to the slave cylinders on each of the four wheels. The pistons in these cylinders are operated by the movement of the fluid, that causes the brake shoes or the disc pads to be forced against the drums or the discs with the result that the vehicle slows down.

This system is simple and highly efficient. But it can go wrong. It is important that every driver should know how and why. His, or her, life could one day depend upon this knowledge.

There is of course, the possibility of mechanical failure. This can, to a very large extent, be guarded against by a careful inspection of all components in the brake system.

A greater problem arises, however, in the case of the brake fluid, the condition of which is in every way as important as that of the mechanical parts of the system. Consider, for example, the possible consequences if this fluid vaporized at a critical moment under severe braking conditions.

Suppose it did not respond properly at low temperatures, or what the effect could be if the fluid were to cause internal corrosion of brake components or attack rubber seals and hoses. These things could happen.

This is why brake fluid is one of the most vital components of any vehicle. An engine oil or anti-freeze of poor quality might put the engine at risk, but not the driver or passengers. A sub-standard brake fluid can result in a fatal accident.



By far, the most important demand of brake fluid that it should be able to operate successfully at the high temperatures generated by the brakes during retardation. Brakes operate by friction and friction produces heat. Under exceptional conditions, discs and drums have been known to get red hot, and since the fluids is in close proximity to the heat source, it too can reach a very high temperatures. The amount of heat generated in the braking systems has greatly increased in the past few years and may well continue to increase. This has happened for reveal reasons;

- The higher speeds of which the modern vehicles are capable.
- The greater load on brakes resulting from the wider use of campers and trailers.
- Improvements in brake lining materials which dissipates the heat more readily.

- More restricted cooling airflow arising from the adoption of lower radiator levels, wider/lower profile tires and the fitting of spoilers and special wheels or wheel trims.

- The use of automatic transmissions which afford less engine braking.

- The ever increasing use of the efficient disc brake system.

For all these reasons, it has become increasingly important for a brake fluid to be capable of withstanding any tendency to boil or to vaporize as a result of the heat generated due to braking. Should vaporizing occur, the result would be at best, a 'spongy' pedal or at worst, complete loss of brakes with the pedal going fully to the floor without any prior warning at all. This can happen simply because vapor (i.e. gas) is compressible whereas fluid is not. All the movement of the pedal and of the master cylinder piston, can be taken up in the compressing the vapor without any of the effort being transmitted to the brakes themselves. . . Not good.

This phenomenon is known as "Vapor Lock." The vaporization of only a very small amount of fluid, perhaps .05ml. is all that may be needed to override the 10 to 20 ml. Pumping capacity of most passenger car master cylinders.

In most cases of vapor lock which have been studied, full braking efficiency has been restored once the system has cooled down and the vapor again condensed into a fluid. This effect might lead a prudent motorist to stop on encountering the first symptoms of vapor lock in order "to allow the brakes to cool down." But, in these circumstances, another factor needs to be taken into account.

By stopping, the driver will have denied his brakes the benefits of the cooling airflow and so, for a time, the fluid will continue to absorb heat at, if anything, an even greater rate than before. This phenomenon is known as "Heat soak."

By stopping, the driver is undoubtedly doing the right thing.

However, a stop of only a few minutes may do more harm than good. He should wait at least a quarter of an hour, and preferably longer in order to ensure that his brakes have fully restored.

Not only may vapor lock occur solely as a result of the generation of friction induced heat in the system, there is another important factor. This is the capacity of the conventional brake fluids, based on glycol and glycol esters to absorb water from the atmosphere, known as hygroscopicity and it results in lowering the temperature at which vapor lock in the brakes occurs.

Extensive tests have shown that the vapor lock point of a typical high quality fluid when new, is around 230 degrees celsius. This will drop over 12 month in service to approximately 165 degrees celsius. After two years, will be as low as 140 degrees celsius.



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The 2018 Dixie Vintage Antique Automotive Club held its annual Christmas Party at the Fish Market in Hoover last December. Over 30 folks attended the event. Gary and Carlene Adams made the fine arrangements for this event. Some of the club's characters are pictured below.



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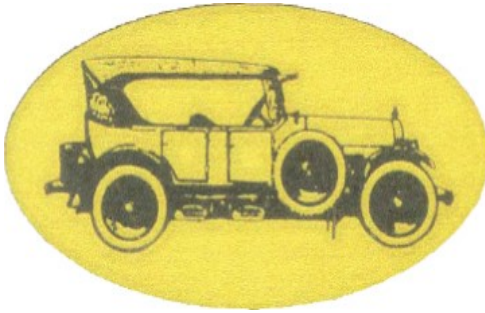
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www.dvaac.com



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

Brakes, from page 35

This is because of absorption of moisture, largely through the rubber hoses in the system which are slightly permeable. It is because of this progressive and unavoidable lowering of the vapor lock potential in service that many manufacturers recommend a change of brake fluid every 12 months.

Time, not distance covered, is the significant factor here. Water will be absorbed by the fluid at a similar rate whether the car is in use or not. Even a brand new car, straight out of the dealer's showroom can contain sub-standard brake fluid as some months have passed since it was manufactured and the brake system charge with fluid. Foreign built cars may have undertaken long sea voyages can be particularly prone to this fault.

Although we seldom if ever hear of this vaporizing problem, it is more widespread than is realized. The chances of the police or others that are investigating the condition of the braking system after an accident and finding the symptoms of vapor lock without specialized equipment are remote because normal braking conditions will automatically restore themselves within twenty minutes or so of the accident occurring. During this time, the vapor has condensed back into a fluid as the brake components cool off.

Brake fluid that is more than one year old is potentially dangerous in any car. It always carries with it the seeds of a sudden and complete brake failure and a driver's first experience with vapor lock could well be his last. The small cost of an annual change of fluid may be the best investment that a driver can ever make.

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