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Dixie Vintage Antique Automobile Club, Inc

Newsletter

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

May 2020 Hoover, Alabama

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

The Dixie Vintage Cruise-In at Hoover Tactical scheduled for May 2nd will not be held due to the governor's revised Corona Virus guidelines. We are simply not allowed to do it and it may be best anyway. Lots of us are old and do not need to go through anything like the Corona Virus. Stay tuned for future events.

The May Dixie Vintage Business meeting will not be held due to the same reasons stated above.

CHANGE IN MAILING NEWSLETTER

Going forward the Dixie Vintage newsletter that is currently mailed to 32 members will only be mailed quarterly. After the April edition, the next issue that will be mailed will be the July issue. Everyone receiving the newsletter by email will continue to do so. We encourage all members to obtain an email address and provide that to Dixie Vintage President Ed Zanaty to help reduce mailing & printing cost further.

Non-Dixie Vintage Events

See Dixie Vintage web-site for regular monthly events.

The **2nd Annual Cars for a Cure Car Show** that was scheduled for March 28th has been rescheduled. Our Tentative Future Date is June 27th, 2020.

Horace Linwood "Dick" Jones

With sadness we inform members that long time Dixie Vintage member Dick Jones passed away at age 82 on Wednesday, April 8,

We have not seen much of Dick in the past two years as he was dealing with health issues. Please see his Obit on page 8. Dick owned a 1946 Ford Woody Wagon and a 1956 T-Bird plus other cars. We will miss him terribly.

The 2020 Dixie Vintage Member Decal is now available upon payment ($20) of your 2020 Club Dues.

Each decal is individually numbered for the 2020 club year and is to be affixed to the outside of the lower left hand corner of the driver's side wind-

"Dixie Vintage Cruise-in at Hoover Tactical "

This event has been cancelled for May 2nd due to the Covid-19 Outbreak.

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

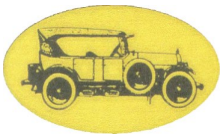
Do you have a classic car story?
Are you working on a restoration project?

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

New Car Members

No new members have been added to our roster.

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.

The Electric Fuel Pump

[Part Two]

by

John E. Krauser

Last month's article discussed the electric fuel pump and its applications in modern vehicles. Also discussed in the previous article were issues with the electric pump losing fuel pressure and flow. Difficulties when trying to restart a hot engine within a few minutes after shutting it off may signal a fuel pump failure. This may be the case with my 2001 Jeep Cherokee. (I have not moved forward on the Jeep situation with the current lockdown in place.)

This month we can review results of some of the research I have conducted on electric fuel pump installation for our old cars. There are many opinions and options as to what is necessary to make this setup work, and to what is considered by some folks to be a waste of time and money.

Let us start with choosing the electric fuel pump and how you are going to employ its functions. If the electric fuel pump is not the primary component for supplying fuel while the engine is running, make sure fuel will flow through the pump even if it is shut off. For example: if you use the pump for starting the car and switch it off for normal operation, the electric pump must be able to pass fuel that is drawn by the mechanical pump. Also, if you have used the electric pump to overcome vapor lock while driving, the pump must be able to pass fuel when you shut it off. Some installations show a bypass plumbing array around the electric fuel pump to provide fuel flow when the pump is off. That is unnecessary since pumps exist that pass fuel when shut off. The less fuel line connections, the better.

The second feature to consider when looking for a pump is the gallons of fuel flow per hour. Many pumps provide around 35-40 gallons per hour (under pressure) which is plenty for most street drivable machines. There is a formula available to determine accurately what is required. It can be found online so I am not posting here. The general consensus is to use an electric pump that provides 30-40 gallons of fuel per hour with a psi range of 4-7. If the pump will pass fuel while shut off there will be a listing for the fuel flow per hour, as well. This flow is generally higher than the fuel under pressure. These specifications will work for all carburated engines.

If you choose to run with the electric pump only, as opposed to a mechanical pump, the above guidelines should be followed. It is not recommended to use both pumps on a continuous basis while driving. If the mechanical pump's diaphragm fails, gasoline could be pumped into the crankcase by the electric fuel pump.

The electric pump needs to be located close to the bottom of the gas tank since the pump pushes fuel better than it pulls. Some installation guidelines state that the pump's output should be 30 degrees higher than the input. This angle will suppress any air that may enter the pump from the tank. Make sure the pump is protected from road hazards.

Electrical requirements for the pump are basic. A 12-volt supply rail and ground (return path) are all that is needed. The options for the ground are simple. The pump can be mounted to the frame which serves as the ground path. If using this method, make sure to clean the frame so it is bare metal at the mounting points. The use of a star washer for locking will also dig into the frame and the pump housing insuring a good electrical connection. There is a product known as NoAlox which is used in electrical contracting work when working with aluminum and copper wire. Its purpose is to impede corrosion of similar and dissimilar metals that are joined together. It will also work on thread bolts fastened into the vehicle's frame. Stainless steel bolts are not generally recommended for electrical connections since they do not conduct electrical current as well as regular steel bolts. A second option is to run a wire from a good grounding point in the vehicle and connect it to the fuel pump housing.

The 12-volt supply path is very subjective. If you are employing the pump to aid in starting or in vapor lock scenarios, connect a wire to a fused 12-volt battery source and install a switch in series with the wire to the pump. The switch is closed when the electric pump is needed and opened when it is not. Just remember to shut the pump off during normal driving.

Continued on page 4.

Continued from page 3.

Another option is to get 12 volts from the ignition switch when the switch is in the run position. That way the pump cannot be activated unless the ignition is on. But it is not a good idea to draw the few amps of current through the ignition switch even in a limited use situation. Current draw produces heat. The addition of a relay can make this setup better. The ignition switch voltage can be used to provide low current to an electromagnetic coil located in the relay that closes when voltage is applied. The closure of the electromagnetic coil switch (relay) is designed to handle high currents that feed voltage to the pump. The voltage source for the high current is the car's battery.

If you are using the electric fuel pump as the only fuel supply source, consider yet another addition to the electrical system. This additional system is for safety. The component is an oil pressure switch. Just for reference I am using the Standard oil pressure switch PN-64 to explain the operation. It is mounted near the engine where you can tap into an oil pressure line.

There are three electrical connections on the pressure switch labeled P-S-I. The "P" is the switched power source to the fuel pump's +12 v connection. The pressure switch's power source is either "cranking voltage" or "ignition voltage" depending on the position of the ignition switch. The "P" output from the oil pressure switch voltage should operate a relay that provides a larger current source for the pump. The "S" is the starter wire voltage that is present when cranking the engine. The "I" is the voltage from the ignition when the car is running. By using a relay, both" S" and "I" will remain low current draw circuits. Remember that starter and ignition voltage come from the ignition switch into the oil pressure switch. And the fuel pump's voltage should come from a battery source via the relay's output.

Here is how this all works. The pressure switch is built such that an electrical connection exists from "P" to "S" when there is no oil pressure. When you start cranking the engine, 12 volts flow from the starter circuit to the fuel pump. Once oil pressure increases, the switch moves from "S" to "I". With ignition on and engine running the fuel pump is working. If the engine stalls, the oil pressure switch reverts to an "S" to "P" connection and the fuel pump is no longer operational.

DC voltage drops quickly while traveling through wire. It is important to have the correct wire size to prevent a loss that will affect a device's operation. I found some information that is used in the Marine Industry for wire length, as related to current draw and voltage loss. There should be no more than 3% voltage drop to a critical operating component such as a fuel pump.

Current draw for most electric pumps is between 3 to 8 amps. Therefore, I am listing wire size (gauge) for 10 amps of current. 6 feet of 16-gauge wire can handle 10 amps of current. 10-foot lengths need 14-gauge wire. A 15-foot length requires 12-gauge wire. 20 to 30-foot lengths of wire require 10-gauge. These figures are based on the use of stranded wire. Stranded wire has more surface area than solid wire. Current tends to ride on the surface of the wire. Stranded wire is more flexible, as well.

In 120-volt AC (household wiring) applications you have the following: 14-gauge wire will have a peak of 15 amps and a continuous current draw of 12 amps; 12-gauge wire will have a peak of 20 amps and continuous current draw of 16 amps; a 14-gauge wire in a 12-volt DC path will handle roughly 40 amps; a 12-gauge wire will handle about 60 amps. Why is there a difference between DC and AC you ask?

An electric fuel pump requires a certain wattage (power) to operate. Power = voltage X current. A 12V DC fuel pump that requires 48 watts of power needs 4 amps of current at 12 volts. The same 4 amps in an AC circuit (120v) would produce 480 watts. More power = more heat. Wire size is rated to handle the heat load based on current draw and applied voltage level. That is why a 12-volt DC system can run higher current per given wire size. Just keep in mind that wire length is also important.

Regardless of what type of pump fuels your old car's engine, let us hope we can get our rides on the road soon.

Standard Products oil pressure switch # PN-64.

Dixie Vintage members get a 10% discount on

Service at Herring Heating & Air!

Classic Car CRUISE-IN

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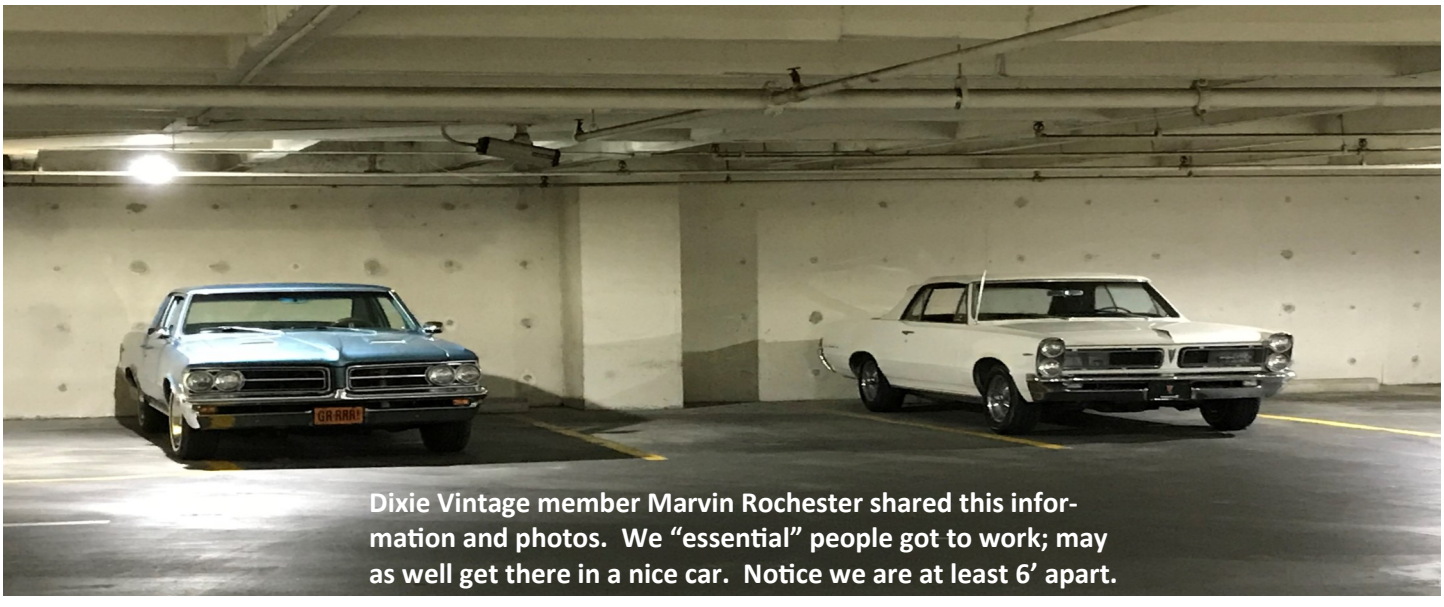

Dixie Vintage member Marvin Rochester shared this information and photos. We "essential" people got to work; may as well get there in a nice car. Notice we are at least 6' apart.

Dixie Vintage Member Larry Riggs has listed a car for sale. It is pictured to the right with a description below.
929 A-Model Coupe, Frame up paint job, Looks & Runs Good, $15,900 OBO.
Larry Riggs
(205) 937-1005.

Dixie Vintage Antique

Automobile Club, Inc.

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www.dvaac.com

Horace Linwood "Dick" Jones

On Wednesday, April 8, Horace Linwood "Dick" Jones, a loving husband and father of three, passed away at age 82. He was born in Portsmouth, VA on January 20th, 1938 to Horace and Florence (Forbes) Jones. Self-made in every way, Dick worked his way through college by playing trumpet in a big band orchestra, first attending Randolph Macon College and then Southern Mississippi College. It was at Southern Miss where he met his wife, Elizabeth Anne (Stephenson) Jones, and together they raised two daughters, Holly and Carrie, and a son, Steve. Dick was a natural born leader, and, after early stints at GE and Bekins Van lines in Washington, DC, he moved to Alabama and started working for Blue Cross Blue Shield, where he spent nearly 35 years, retiring as President and CEO in 2004. During the course of his career, he was Chairman of United Way, President of the Alabama Symphony Orchestra Board of Directors, and donated his talents and time to many other local civic and charitable causes. His one true passion in life was his family, but, beyond that, was his interest in the Civil War (as a proud Virginian) and a love of classic cars and the history each one held. Upon retirement, he fulfilled a boyhood dream of becoming a boat owner and enjoyed cruising the Destin IntraCoastal, a passion which led him to founding the Baytowne Wharf Floating Society. He was preceded in death by his parents, Horace and Florence Jones, and his brother, David Jones. He is survived by his wife of 57 years, Anne Jones, his daughters, Holly and Carrie Jones, his son, Stephen Jones, his sister, Marsha Curry (Dixon), and his nephew, Jeff Curry. His untold generosities were many and his examples of integrity and character will live on in those lives he touched. A memorial service will be held at a later date. In lieu of flowers, the family requests donations be made to the Jimmie Hale Mission or the Washington National Cathedral.

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