



Dixie Vintage Antique Automobile Club, Inc Newsletter

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

October 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:

Ed Zanaty, 1312 Forest Ridge Court, Birmingham, AL 35226.

Checks should be made payable to Dixie Vintage Antique Automobile Club. Thank you!

Dixie Vintage Events

Dixie Vintage First Saturday Cruise-In,
October 2, 2020, Hoover Tactical Firearms
7-11 am. 1621 Montgomery Highway,
Hoover, Alabama 35226

Dixie Vintage Business Meeting
Monday Evening, 6pm, October 5,
Nino's Italian Restaurant
2698 Pelham Parkway
Pelham, Alabama 35124

"Social Distancing and Face Coverings Required" for both the Cruise-In and Business Meeting.

Siluria Brewing Cruise-In
Saturday, October 17, 2020 3-6pm
145 1st Avenue West
Alabaster, Alabama 35007

Thursday, December 10, 6:PM, annual Dixie Vintage Christmas Party, The Fish Market, US Hwy 280, Birmingham, Al. **Save the Date. Details to follow.**

DIXIE VINTAGE CRUISE-IN TROPHY (Pictured right)
Your Club will be awarding two "Cruise-In Favorite" trophies at each of our first Saturday cruise-ins at Hoover Tactical Firearms. In order for you and your ride to be considered, your club dues must be current. Also, please place a note on your dashboard with your name and year, make and model of your old car or truck. We will announce the winners at 10:00 am and would like to take a picture of you and your winning ride with the trophy and publish it in the next Club newsletter.

Non-Dixie Vintage Events

See Dixie Vintage web-site for regular monthly events.

Greater Odenville Chamber of Commerce Car Show
Open to all trucks, cars, motorcycles and vintage tractors
November 14th, 2020 8A to 12N
Located at Shell Service Station Hwy 411 & Simpson/Sanie Rd.
<https://odenvillechamber.com>



L&M Customs

Please go to page 6 and see the new ad L&M Rod & Customs. They are located in Alabaster, they do everything from building engines & transmissions to cutting louvers.

"Dixie Vintage Cruise-in at Hoover Tactical "

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.

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

Austin and Adrienne Davis
Helena, Alabama
1929 Model A Ford Roadster

Sylvester and Tonya Wilson
Hoover, Alabama
1940 Plymouth Coupe

Greer Milam
Hoover, Alabama
1967 Ford F100
1974 JeepCJ5

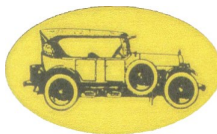
James Ratliff
Gardendale, Alabama
1970 Corvette

Welcome to the Club!

The winner of the September Raffle is:
Willie Biggs
Congrats Willie!

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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Ed Keller, Chaplin

The History of Conventional Motor Oil

by
John E. Krauser

Conventional Motor Oil as we know it today was first used in steam engines in the 1860's. Dr. John Ellis was the inventor of lubricants for steam engines. His motor oil company was known as the Continuous Oil Refining Company. The product's name was Binghamton Cylinder Oil. In 1866 that name was changed to Valvoline Oil. The oil was refined as needed to meet the requirements for the existing engines of the day. This product remained extremely basic into the 1930s. In the early 20th Century the Ford Motor Company recommended Valvoline Oil for its Model T's engine.

The Society of Automotive Engineers (SAE) got involved in setting standards as early as 1916. The SAE logo appears on oil containers to this day. They developed a standard for measuring the flow (viscosity) of oil at certain temperatures. A standard was needed as the automotive industry started to develop.

There is a simple way to look at the test method used to determine the oil's viscosity. Oil is poured through a predetermined size hole and the rate of flow is measured in square millimeters per second. The rate of oil flow between 9.3 - 12.5 square millimeters per second is assigned the SAE rating of 30. The temperature of the oil tested is 100 degrees centigrade (212F). This is the average temperature of an end bearing in an engine. An end bearing gets most of the stress during engine operation. This test method is still in use today. SAE 30 became accepted as the standard for engine oil as it provided a good surface strength for bearings of the day and was usable down to around minus 10°C (14F) before the oil was too thick to move in the engine.

The "W" after the number indicates a winter rating. A rating of 20W means the oil will flow as low as 14 degrees F. What is labeled as SAE 30 can actually be listed as 20W-30. Some other "W" ratings are 25W/23F, 20W/14F, 15W/5F, 10W/-4F, 5W/-13F and 0W/-22F, and below.

Lighter weight oils are usually made by the way they are formulated. Light weight oils get thicker when the added polymers react to increases in operating temperature. SAE 50 can be made from SAE 30 by adding different types of polymers without affecting the SAE 30 characteristics.

There are some limitations with viscosity additives. Heat will cause the additives to break down after a period of time. This will result in both an increase in sludge buildup and decrease in the oil's weight. Now you have dirty oil that is thinner. Also, some tests have shown that an oil with a range of 10W-40 may not last as long as 10W-30. The polymers that provide high temperature thickness seem hold up better when the low-end number and high-end number are closer together.

The Viscosity Index is a measure of the oil's change based on temperature. Manufacturers of oil post this rating on their data sheets. The higher the number the better as this means the oil does not get too thin or thick based on variations of temperature.

Motor oil in any engine provides many functions. The base oil (SAE 30) has additives to allow the oil to work under a wide range of temperatures. It contains a cleaning agent (detergent), dispersants, and anti-wear additives to enhance engine life and performance. Acids are neutralized, piston rings get some additional sealing help and oil carries heat away from the internal engine parts.

One of the first modifications to the oil in the 1930's era was making it more fluid in colder temperatures. Usually additives are introduced to an oil to make it thicker. But in the 1930's oil improvements were generally based on SAE 30 which was oil of choice. Zinc was also introduced in this era to help reduce engine wear.

In the 1940's detergents were added to help suspend sludge and other particle matter, keeping this material away from moving parts as much as possible. Oil filters (the device that traps suspended material) were not widely used at this time. Oil changes were conducted often to keep the oil as clean as possible. Until the 1950's, oil usually came in three categories: ML (motor light); MM (motor) moderate; and MS (motor severe). In the 1955 Chevy Owner's manual all three above listed types of oil are listed along with an explanation about which grade to use.

Oil improvements continued in the 1950's when the chemists created polymers that were added to 30 weight oil. These polymers increased the oil's weight as the engine got hotter but still provided good oil flow at a cooler temperature. Friction reducer additives also became a part of the oil's makeup in the 1960's.

More additives were added in the 1970's to reduce friction in an effort to increase gasoline mileage. The EPA was starting to dictate gasoline mileage guidelines along with emissions reductions. Engine oil manufacturers were getting onboard. The EPA demand for cleaner exhaust emissions helped create the catalytic converter. The zinc additive was on its way out. It was determined that zinc would reduce the catalytic converter's life expectantly. **Continued on page 4.**

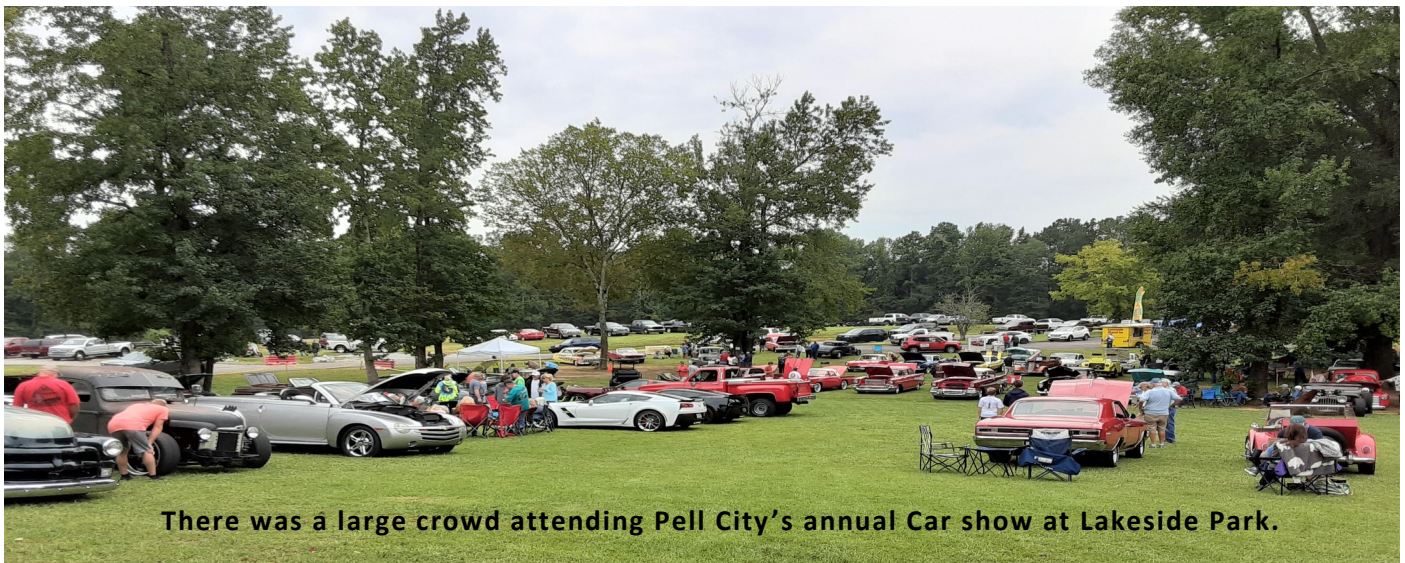
Continued from page 3.

The American Petroleum Institute (API) provides a rating system for oil. The letter "S" on the oil can means the engine is fired by a spark. The second letter on the first rating was "A". The "A" rating meant the oil was a basic mineral oil. The letter "B" indicated improvements in friction reduction and oxidation formation. Rating continued with "C", "D" and is now at the letter "P". I recently purchased STP Oil 10w-30 (conventional) for my 289 V8 Studebaker engines. The oil's letter rating is "P". Letters farther into the alphabet mean big increases in the oil's performance. You can use a letter farther into the alphabet for older engines but not the other way around.

Now the big question. What oil should I use in an old car's engine? I looked at several forums and found about as many opinions as there are oils and engines. Some thoughts indicate that an old rebuilt engine can run on any oil whether it be conventional or synthetic regardless of the oil's weight. Others state that either conventional or synthetic will work well in an old engine that has not been rebuilt. There is some thought that synthetic oil will leak faster out of an old engine. Others state that using a thicker oil prevents or reduces the oil leakage. Over the years I have talked with a few local engine builders who believe using SAE 30 or 10W-30 conventional oil will be fine. It is a personal choice.

How often should we change the oil? Some common threads exist here. Changing the oil at the end of each car show season is considered a good idea. Oil does get acidic due to engine combustion. Shorter driving cycles contribute to this occurrence. The thought is that leaving an engine with limited activity sit over a few months with fresh oil will better protect the internal parts. And remember that flat tappet engines need the zinc additive for lubricating protection between the tappet and camshaft.

MGM's classic movie "The Wizard of Oz" had a character who required oil -- the "Tin Man". In one scene it snowed, and he rusted quickly. (As a side note, in the movie scene where it snowed, the material was asbestos). At that time SAE 30 was most likely the oil in the can. Maybe 10W-30 would have been a better choice.



There was a large crowd attending Pell City's annual Car show at Lakeside Park.



Pictured are several yellow cars that attended Jack's in Moody's third Saturday night event in September

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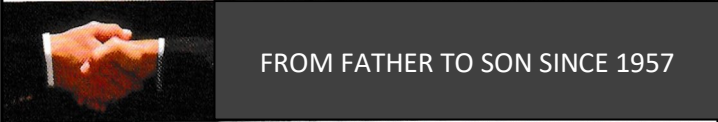
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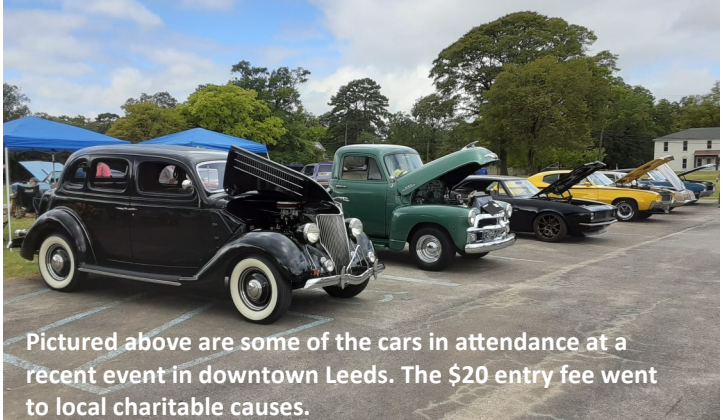
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Pictured above are some of the cars in attendance at a recent event in downtown Leeds. The \$20 entry fee went to local charitable causes.

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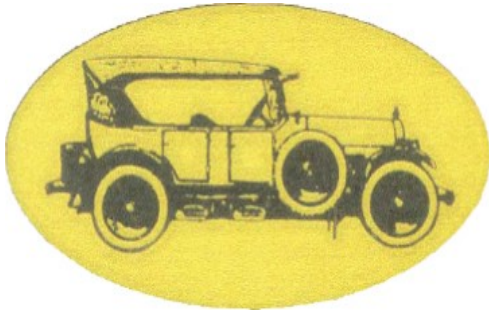


FOR SALE 1947 Chrysler Royal four door sedan. All original flat head 6-cylinder, fluid drive transmission and rear end. Excellent running condition and body. Original color re-paint. New hoses and belts. Complete information attached. I have \$20,000 invested. Will consider reasonable offers above \$18,000. Richard Galbraith – 501-317-8702 or htiarblag@yahoo.com. T



Pictured Left

For Sale, 1980 Malibu, 4-door, auto, working AC, V6, clean interior, runs and drives good. Has 80,000 miles. Hope to get \$2,000. Or offer. Call 205-706-7614



**Dixie Vintage Antique
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The 2020 Dixie
Vintage Mem-
ber Decal is now
available upon
payment (\$20)
of your 2020
Club Dues.



DVAAC President Ed Zanaty is presenting the monthly awards to each club member. Congratulations to all three car guys.

Pictured above left is Dwayne Cranford with his 1955 Ford F100.

Anthony Pettaway is pictured above with his 1963 Chevrolet Impala.

Ronnie Jones pictured left is with his 1925 Buick Enclosed Touring.

Pictured right is the award presented during the Dixie Vintage Cruise-In at Hoover Tactical Firearms on the first Saturday morning each month of the year.

