



# Dixie Vintage Antique Automobile Club, Inc Newsletter

June 2021 Hoover, Alabama

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

**Hoover TACTICAL FIREARMS**

**BUY SELL TRADE**

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

## Dixie Vintage Events

### DIXIE VINTAGE EVENTS:

Dixie Vintage First Saturday Cruise-In:  
Hoover Tactical Firearms, June 5, 2021, 8-11 am.  
1621 Montgomery Highway  
Hoover, Alabama 35226

Dixie Vintage Business Meeting:  
TUESDAY, June 8, 2021, 6 pm.  
Nino's Italian Restaurant  
2698 Pelham Parkway  
Pelham, Alabama 35124

Helena Farmers Market Cruise-In, 8 am to 12 noon.  
Saturday, June 12, 2021, Helena Alabama  
No cost to participate  
Stanley Stepleton, 205 873-3579

June 19, 2021, 9 am to 3 pm, Park in the Park  
Rain day, Sunday, June 20, 9 am to 3 pm  
Car Show hosted by Dixie Vintage and Friends of Avondale Park. Park address is 4101 5th Avenue S. Birmingham, AL. Registration Fee \$25.00, Trophies, Prizes, Cash Drawing, 50/50 Pot.

Music by DJ Ronnie Foster. Avondale Park has been fully renovated and is beautiful!  
Gary Adams 205-706-7614, Joe Alfano 205-222-4577, Ed Zanaty 205 942-1312

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!

## Non-Dixie Vintage Event

Below are two samples of the many cars at Fultondale's 4th Saturday of the month car event. Many cars were on display.



## "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.  
Email: [jekbest@aol.com](mailto:jekbest@aol.com)

## New Car Members

### New Club Members:

Rodney Jones  
Trussville, Alabama  
1971 Chevrolet Nova

Ron Lovell  
Birmingham, Alabama  
1960 Corvette  
1970 AMX  
Etc.

Kimberly and Mike Martin  
Jemison, Alabama  
1968 Pontiac Firebird TA  
2007 Pontiac Solstice

Jake Turner  
Vestavia Hills, Alabama  
1964 Dodge Dart GT

Aaron Waldrop  
Hoover, Alabama  
1987 Toyota 4Runner SUV/Pickup

Jimmie Walker  
Birmingham, Alabama  
Chevy S-10 Pickup Truck

Osman Tunagur  
Mountain Brook, Alabama  
1966 Chevy C-10 Pickup Truck  
1973 Pontiac GP Coupe—1958 GM 4104 Bus

### Welcome to the Club!

**Raffle Winner:**  
Tommy Dilg

## 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.

### 2021 Board of Directors

#### Gary Adams, Chairman

205-706-7614

#### Jim Likis, Treasurer

Bill Cooch

Jim Black

### 2021 Officers

#### Ed Zanaty, President

[edward.zanaty@gmail.com](mailto:edward.zanaty@gmail.com)

205-942-1312

#### Dale Baker, Vice President Emeritus

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205-807-6581

#### Jim Likis, Treasurer

205-980-0314

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#### John Krauser, Vice President, Newsletter Editor

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205-276-4423

#### Pat Krauser, Secretary

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#### Mike Likis, Membership

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205-999-4561

#### Ed Keller, Chaplain

[ekeller@dixiecrane.com](mailto:ekeller@dixiecrane.com)

205-832-5424

# LSD

by  
John E. Krauser

Automotive features of World War II changed radically in the 1950's and 60's. The changes in Automotive styles and engines seemed to keep up with the frenetic pace of societal changes. There was an increased demand for cars with more powerful engines, better transmissions and brakes. On track with the cultural turbulence of the 1960's, the "Muscle Car" era was born. An improved method of getting more engine power to the rear wheels was needed -- bigger engines required better brakes and better ways to transmit this power to the rear wheels. One product that was available for a few years but saw limited use until the 60's was LSD or Limited Slip Differential.

In 1932 Porsche had a Limited Slip Differential designed to minimize wheel slippage on a Gran Prix Race Car. In the late 1950's the LSD was developed by several manufacturers. Internal functions of the assembly were different, but the end result was the same. When one wheel starts to slip both wheels are connected together. Both wheels can still move at different rates, but one wheel cannot turn much faster than the other thus limiting slippage between them. And more power is routed to the wheel that is not slipping. The vehicle will still move under this condition.

The LSD rear wheel assembly senses if one wheel starts losing traction. Depending on its design the two wheels are connected together and this limits one wheel's ability to spin faster than the other. The car will move forward under these conditions. If both rear wheels get enough power to overcome the friction between the rubber and the road, a two-wheel burnout happens. Snowbelt drivers would greatly benefit from this type of differential. The Limited Slip Differential was developed after the Open-ended Differential.

The Open-ended Differential was developed to allow a car's rear wheels to navigate turns easier. Some records indicate an Australian steam car used the first Open-ended Differential in 1897. Most cars built from the beginning of the 20<sup>th</sup> Century forward used the Open-ended Differential. This type of assembly provides the best ride for everyday driving. So, how do you determine what type of differential is on a car? Jack up both rear wheels and spin one of them. Look at the rotation of the other wheel. If the other wheel rotates in the opposite direction, it is an Open-ended Differential. If both wheels rotate in the same direction, it is a Limited Slip Differential.

The Open-ended Differential is designed to provide equal torque to both wheels yet allow for the wheels to rotate at different speeds when turning a corner. In normal driving conditions the rear wheel torque is determined by the engine, transmission and gears in the rear axle assembly. Driving on packed snow or ice creates a totally different environment for the rear wheels. Starting in a higher transmission gear may help get you going because there is less torque to the rear wheels. It does not take much applied torque to spin a wheel on ice or snow. Since both wheels receive the same torque, the wheel with more traction is not moving much at all. Tests have determined that 50 ft. lbs. of torque can cause the wheel to spin on ice. This is not enough torque to move the car though.

The Muscle Car era really highlighted LSD. A live axle was common during this time. This type of axle is a shaft that connects two wheels that are rotated along with the axle. When high torque is applied through the differential the right rear tire's traction is lower. This happens because the axle wants to turn with the applied torsion from the drive shaft. But it is held stationary since it is mounted to the vehicle's frame. The right tire cannot spin much faster than the left tire in the LSD setup. Thus, better traction achieved.

Drag racing cars travel in a straight line. When one wheel starts to slip and spin faster than the wheel with traction, the torque is shifted to the wheel with more traction. This aids in acceleration and limits rear end sway.

LSDs respond to driveshaft torque in different ways depending on its internal design. Mechanical parts such as clutches, cones, gears and springs are pressed together to limit the speed difference between the two wheels. Mechanical action in the differential housing determines the distribution of torque to the wheels.

Drive train advancements in modern automobiles required changes in the design and operation of LSDs. Modern car computer systems sense traction differences among all wheels and apply or remove torque as required. Listed below are different types of LSDs in use today:

- 2-way differential provides the same limiting torque whether the vehicle is going forward or in reverse. This means that during engine braking, the speed differential between the drive wheels is limited.
- 1-way differential will provide limiting action in only one direction. Upon reversal of torque the LSD acts like an Open-ended Differential. This type of LSD is used in cars with front wheel drive and is considered safer for control of the vehicle. When the throttle is released the LSD acts like an Open-ended Differential making steering better.
- 1.5-way differential provides different forward and reverse torque limits. This type of differential is often used in race cars where limiting torque can aid the stability under engine braking.

**Continued on page 5**



## **Park in the Park Car Show**



*In beautiful Avondale Park  
4101 5th Avenue South  
Birmingham, AL 35222*

*Saturday, June 19th, 9AM-3PM  
Rain day, Sunday June 20th 9AM-3PM*

*To Benefit Friends of Avondale Park  
and  
Helena Middle School Girls Softball Team*



*Music all day by DJ Ronnie*

*Food Trucks, Arts and Craft Vendors, Door Prizes,  
50/50 Pot*

*Trophies awarded in four categories: Best Trucks,  
Best Street Rods, Best Original Cars, Best Modified Cars.  
Plus, trophies for Best of Show & Chairman's Choice*

*Please register online at [WWW.DVAAC.COM](http://WWW.DVAAC.COM) and pay at the gate. Make checks payable to Dixie Vintage Auto Club or correct change please. Please go to registration table after parking.*

**Registration fee is \$25.00**

*Hosted by Friends of Avondale Park & Dixie Vintage Auto Club and supported by Avondale Merchants Association*

*Questions: Ed Zanaty 205-942-1312, Gary Adams 205-706-7614, Joe Alfamo 205-222-4577, Axel Barron 205-616-1251*



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Continued from page 3.  
Various auto manufacturers assigned different names to the internal designs of the LSDs. Listed below are a few of them:  
American Motors: Twin-Grip  
Buick: Positive Traction.  
Chevrolet/GMC: Posi traction  
Chrysler: Sure Grip  
Ford: Equa-Lock and Traction-Lok  
Lincoln: Directed Power.  
Studebaker-Packard Corporation: Twin Traction  
The Beach Boys: "Big Slip" from the song "Little Deuce Coupe"  
In the movie "American Graffiti" the nerdy teen "Toad" convinces a pretty young lady named Debbie to ride with him. Once in the car she tells him to "peel out!". He puts the pedal to the metal, the 327 with two Stromberg's kick in and the LSD allows the rear tires to be smoking hot. That was really cool!



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**A sunny evening provided a good setting for Dunkin's Saturday evening Cruise-in hosted by Dixie Vintage Antique Automotive Club.**



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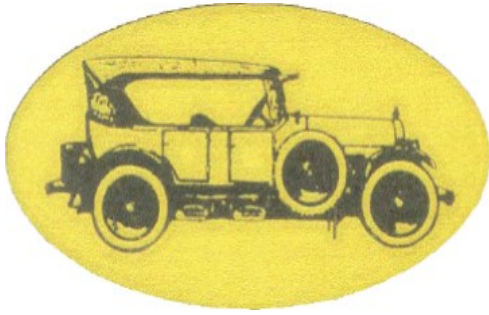
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**For sale** is Charles Paris' 1987 Corvette. The mileage is listed at 69,000. The car is considered to be in good condition. The asking price is \$6,750. Charles will consider a best offer. Phone numbers are 205-637-3559 or 205-253-2811.





**Dixie Vintage Antique  
Automobile Club, Inc.**  
4572 Eagle Point Drive  
Birmingham, AL  
35242-6942

[www.dvaac.com](http://www.dvaac.com)

The 2021 Dixie  
Vintage Member  
Decal is now  
available upon  
payment (\$20) of  
your 2021 Club  
Dues.



Each month DVAAC President Ed Zanaty presents the Dixie Vintage Auto Club's award trophy to two current club paying members. A picture of the trophy is to the right.



Pictured above is Debbie Ash with her W-30 Oldsmobile. She is one of two winners of the May 2021 Cruise-In Favorite Trophy. DVAAC President Ed Zanaty is presenting the trophy.

Pictured below is Tommy Hurn with his 1935 Ford Tudor slant back. He is also a winner of the May 2021 Cruise-In Favorite Trophy. DVAAC President Ed Zanaty is presenting the trophy.

