



Dixie Vintage Antique Automobile Club, Inc Newsletter

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

February 2022 Hoover, Alabama

Hoover TACTICAL FIREARMS
BUY SELL TRADE

Dixie Vintage Cruise-In@ Hoover Tac meets on the 1st Saturday each month year round 8A-11A.

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

Dixie Vintage Events

DIXIE VINTAGE EVENTS

Dixie Vintage First Saturday Cruise-In:
Hoover Tactical Firearms
Saturday, February 5, 2022, 8-11 am
1621 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Business Meeting:
Tuesday, February 8, 2022, 6 pm.
Dale's Southern Grill
1843 Montgomery Highway
Hoover, Alabama 35226
(Note: This will be the first organizational meeting for the upcoming DV Car Shows)

Dixie Vintage Mid-Month Cruise-In:
Dunkin Lakeshore
Saturday, February 19, 2022, 8-11 am
300 Commons Drive
Homewood, Alabama 35209

Celebrate Hoover Day
Hoover Veterans Park
Saturday, April 30, 2022, 11 am - 3 pm
Rain date: Sunday, May 1, 1:30 pm - 5:30 pm
See poster on page 8.

Park in the Park
Avondale Park
Tentatively set for May 21, 2022.

4th Annual Cars for a Cure

March 26th, 2022

MUG SHOTS PARKING LOT 9 AM UNTIL 2 PM

3339 LOWERY PARKWAY, FULTONDALE, AL

Exit 267 from I-65



Presented by Amaranth of Alabama COURT #1



EVERYONE WELCOME! POPULAR VOTE TROPHIES FOR CARS, TRUCKS, MOTORCYLES AND PROFESSIONAL VEHICLES

\$15 PRE-REGISTRATION, \$20 DAY OF SHOW

GOODY BAGS, DOOR PRIZES, GREAT FOOD, MUSIC by The Pat Montgomery Band, AUCTIONS, 50/50 DRAWING, FREE Child ID by Alabama Masonic Grand Lodge

COME OUT AND JOIN US IN RAISING MONEY FOR DIABETES RESEARCH!!!

CONTACT PEGGY OR JOHNNY FOR MORE INFORMATION

205-602-6463 peggymullinax@yahoo.com 205-296-1409 jem8630@aol.com

Sponsors: Mug Shots, JC Taylor, Ames Performance, Alabama POCI, Buds Best Cookies, Rock Auto, Advance Auto, O'Reilly's, AutoZone, NAPA, BamaBirds, GTOAA, Dixie Vintage, Alabama Chapter of POCI, International POCI, Stewart's Auto Service

"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.
Text us at 205-276-4423

New Car Members

New Club Members

Mark and Donna Rickels
Hoover, Alabama
1959 Studebaker Scottsman 1/2 ton Pickup Truck

There is a picture of their restored truck on page 6 top right.

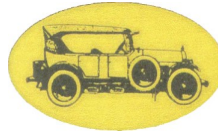
Welcome to the Club!

Winner of the 2022 Drawing:

Stephen Parker. Congrats Stephen!

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.

2022 Board of Directors

Gary Adams, Chairman

205-706-7614

Jim Likis, Treasurer

Ed Zanaty, President

Jim Black

2022 Officers

Ed Zanaty, President

205-942-1312

Dale Baker, Vice President Emeritus

205-807-6581

Jim Likis, Treasurer

205-980-0314

Ken Knight, Vice president, Communications

205-849-0028

Kevin Johnson, Vice President, Graphic Design

205 563-4580

Steve Owen, Vice President, Activities

205-567-2735

Joe Alfano, Vice President, Marketing

205-222-4577

John Krauser, Vice President, Newsletter Editor

205-276-4423

Pat Krauser, Secretary

205-276-4423

Mike Likis, Membership

205-999-4561

Ed Keller, Chaplain

205-832-5424

Gary Adams, Webmaster

289-V8

built by

The Studebaker Corporation

This article details the thought process behind Studebaker Engineers in their development of the V8 engine. The V8 was available in many of the company's vehicles, but I have chosen to talk about the engine use in Hawks and Avanti's since I own both models.

After World War Two the demand for new cars with more powerful engines was growing daily. Auto manufacturers were in high gear trying to meet this demand. The development of the V8 engine was seen as a milestone in creating a more powerful engine that fit in a smaller space.

Studebaker engineers were onboard along with other automobile manufacturers. Those responsible for engine development in South Bend, Indiana figured that service station gasoline blends would have enough octane content to support compression ratios of 13:1 or greater. Octane is a stabilizer added to gasoline to control the burn of the fuel. As fuel and air are compressed, pressure and heat increase. Without octane the fuel mixture would explode prior to the spark ignition source of the engine. The result of this action causes a loss of engine performance and can possibly cause damage to the engine's internal parts. Starting in 1951 Studebaker's engines were built for this anticipated fuel blend. But the high-octane blends required for 13:1 compression ratio were not developed for the consumer market. Studebaker was left with a heavy built small block engine. But it was awfully close to bulletproof.

The main bearings were 25% larger than Chrysler's 331 cubic inch engine. Crankshafts, connecting rods and rocker arms are forged instead of cast. Forged metal is much stronger. There are eighteen head bolts. Most engines this size use seventeen or less head bolts. All V8 engines have solid lifters as opposed to hydraulic lifters. The crankshaft gear attaches directly to the camshaft gear. No timing chain is used. This lowers engine noise and eliminates the possibility of chain failure or the gears jumping a link on the chain. Per cubic inch, Studebaker's V8 engines produced ½ HP per cubic inch to 1:1 HP per cubic inch over the life of its V8 engines. That was exceptionally good for its time.

Studebaker introduced its first V8 engine in 1951. It was a 232 cubic inch engine that produced 120 HP. The cylinder bore was 3.38" with a stroke of 3.25."

In 1955 the V8 displacement was now 259 cubic inches thanks to a larger cylinder bore of 3.56". Horsepower ranged from 162 to 195.

In 1956 the 289 V8 was introduced. The cylinder bore was 3.56" just like the 259 V8. The engine's stroke was increased to 3.63."

Studebaker's one year only model Sky Hawk was the first to receive the new 289 V8 engine.

In 1956 the 289 V8 had the following specifications:

195 HP; 286-foot pounds of torque@4500 rpm; compression ratio of 7.8:1; two-barrel carburetor

210 HP; 300-foot pounds of torque@4500 rpm; compression ratio of 8.3:1; two-barrel carburetor

225 HP; 305-foot pounds of torque@3000 rpm; compression ratio of 8.3:1; four-barrel carburetor

Continued on page 4.

Continued from page 3.

The 195 HP version of the engine was dropped starting in 1957. The Silver Hawk 289 version came with either 210 HP or 225 HP depending on the carburetor chosen. Other '57 models also had the same engine option. The 1957 Golden Hawk had the 289 V8 with a Paxton Super Charger that produced 275 HP. This pattern continued into 1958.

By 1959 The Golden Hawk was gone and so was the 289 V8, for one year. In 1960 the 289 V8 was again available to buyers with either 210 HP or 225 HP depending on the carburetor used. The 289 V8 was available through the end of Studebaker's years in South Bend. However, there were modifications to this block in 1963 when it was installed in the Avanti.

Known as the R1 engine the compression was raised to 10.25:1; a larger Carter AFB four barrel was added; ignition system was upgraded to a dual point distributor; a more aggressive camshaft was installed; 240 HP was developed at 4500 rpm: torque was 305 @3000 rpm.

The R2 289 V8 engine had a compression ratio of 9.0:1. However, with the assistance of a Paxton Supercharger producing 5 pounds of boost, the horsepower rating jumped to 290.

The same Avanti engine series R1 & R2 could be purchased for the Grand Turismo Hawk and Larks starting in 1963. The engine was known as the "Jet Thrust Engine" when installed in the Hawk and Larks. An additional performance package just like the Avanti could also be purchased. This package included disc brakes and upgraded suspension found on the Avanti's. The Gran Turismo Hawk was unofficially referred to as "Super Hawk" when this upgraded performance package was purchased.

The Studebaker V8 can still be found in several of its models. Stock replacement and new old stock parts are available. The aftermarket supplies components as well. On one of our Hawks, we added chrome valve covers and a chrome air cleaner. When the engine was rebuilt, we needed .060 over pistons. Those were easy to obtain. A four-barrel carburetor and intake manifold were found as well. A new old stock bypass oil canister was sourced along with the original type of oil filters.

There are limitations with this V8 engine, as well. The only oil filter system available until mid-1962 was the bypass or partial flow type. In this application only a small amount of oil is filtered at any given time. Oil flow was too strong in the top end of the engine. The lower end of the engine would be deprived of oil flow and have a loss of oil pressure. This was corrected in 1961. Oil leaks were common from various parts of the engine. Newer replacement gasket material has solved some of the leak issues. The 289 V8 weighs 695 pounds installed. By contrast the Ford 289 weighs between 450 and about 500 pounds.

Our 1962 Hawk is the "Gran Turismo Hawk." The brightwork lettering, "Gran Turismo," is on both doors. At first glance it appears to be "Grand Torino." An explanation is often required to clear up the confusion.

Next, the question is asked, "What kind of engine is that?" I'll state it's a **Studebaker 289**. The response, "So it's a Ford engine?" At one event I was unable to convince someone that the engine was indeed a Studebaker engine. Nearby was a fine Mustang with a Ford 289. I suggested that the person take a look at the Ford engine and then look for one obvious difference. Here is a hint. Look for distributor location on the Ford versus the Studebaker. The person looked at the Ford and came back and stated, "Yep, yours is a **Ford engine**."



Pictured right is a Studebaker 289 V8 engine in a 1957 Gold Hawk. This engine version used the Paxton Super Charger that provided 5 pounds of boost. Horsepower rating was 275.



TOTAL CAR CARE EXPERTS

Richard Hill
Owner/Operator

Tel: 205-322-2483
aamcobirmingham-downtown.com

2610 6th Avenue South
Birmingham, AL 35233

LIKE US ON  facebook (2610 6TH AVE S, Birmingham, AL)



Jim Baxley

Cell 205-492-2076
Office 205-326-2887
Email jimb@instorr.net
Website www.instorr.net

100 12th Street S.W.
Birmingham, AL 35211




Coosa Mart

3560 Pelham
Parkway

*Just what your
vehicle needs!*

EDDIE'S NEW SEAT COVERS
1021 WOODLAND AVENUE S.W.
BIRMINGHAM, AL. 35211



FROM FATHER TO SON SINCE 1957

HONEST * RELIABLE * REASONABLE
PRICES FOR ALL YOUR UPHOLSTERY
NEEDS

EDDIE GATSON JR
OWNER / TRIMMER

(205) 966-4102

NON-ETHANOL REGULAR UNLEADED




Jim Jones Cell 205-451-7756 Jimjones.asb@gmail.com
908 13th St N Bham AL 35203 Office 205-324-1500

Expect Perfection.®



LIKE US ON  **facebook**



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

L & M Rod and Customs

Building Dreams

Larry -
205-966-5581

Mark -
205-966-1975



8365 Hwy 119
Alabaster, AL
35007

**Now Working On:
Customs, Originals and Street Rods**

**Custom louvers, Engine Rebuilds
Transmission Rebuilds**

**PLEASE PATRONIZE
THESE GREAT SPONSORS
OF
AVONDALE'S
"PARK IN THE PARK CAR SHOW"**

THEY ARE LISTED BELOW

Home Depot – Hoover
Home Depot – Avondale
Ames Performance
Haggerty Insurance
Advanced Auto Parts
S&W Electric
Hoover Tactical
Christopher House of Antiques
Mazers
TDG (The Dobbins Group)
Spring Street Bar & Grill

January's cold weather did not stop folks from attending Hoover Tac's Saturday Cruise-In. Pictured right are four examples of the many fine vehicles that graced the parking lot.





One Stop Shop

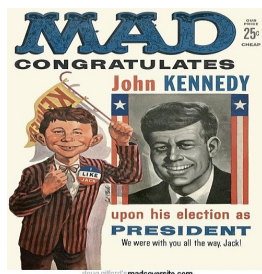
Hot Rods, Street Rods, Muscle Cars
All Upgrades Brakes, Suspension, Electrical, LS Swaps, Custom Wheels
Full Body Shop & Custom Paint
Air Brush Work
Interior Work
Full Builds to Flat Tires we do it All

Retired Rides LLC

Owners Greg & Sandy Tope

It's 1960

One gallon of gas was 25 cents
 Minimum Wage: \$1.25
 Six-pack of Pepsi: 59 cents
 Mad Magazine was 25 cents
 Fast Food Hamburger: 15 cents
 Postage stamps for 1st class mail was 4 cents

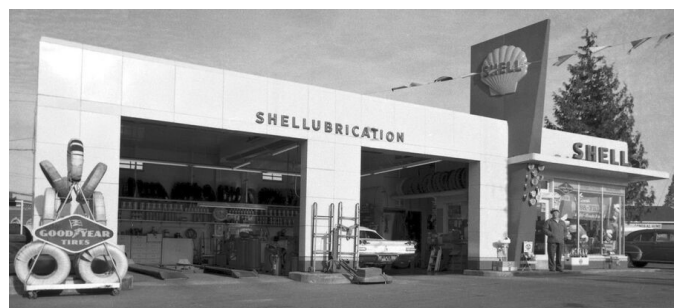


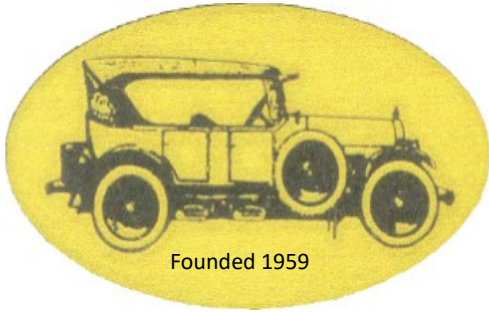
The Chevrolet Corvair was introduced in 1960. Its unique feature was that the engine was mounted in the rear and was air cooled. In its first appearance in the market the following styles were offered: 2-door coupe or convertible; 4-door sedan or station wagon; passenger van; commercial van; pickup truck body.

The engine displaced 140 cubic inches and produced 80 HP at 125-foot pounds of torque. The most popular transmission was the two-speed Power Glide Transmission. 83% of the vehicles were such equipped. A four-speed manual transmission was also offered.

The purchase price was \$2377. 250,007 people made the purchase in 1960. 0-60 MPH took 21 seconds of time.

During the Cruise-In season various models can see seen at many events. It's worth taking time to check them out.





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

The 2022 Dixie
Vintage Member
Decal is now
available upon
payment (\$20) of
your 2022 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.



There were no trophies awarded during the January meet.

VINTAGE AND CLASSIC CAR SHOW
HOSTED BY DVAAC IN PARTNERSHIP WITH
CELEBRATE HOOVER DAY
VETERANS PARK
APRIL 30, 2022
RAIN DATE MAY 1