

Dixie Vintage Antique Automobile Club, Inc Newsletter

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August, 2023 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 Member

DIXIE VINTAGE EVENTS

Dixie Vintage First Saturday Cruise-In:
Saturday, August 5, 2023, 8-11 am
Hoover Tactical Firearms
1621 Montgomery Highway
Hoover, Alabama 35226

There will be NO Dixie Vintage Business Meeting in the month of August. The next DV business meeting is scheduled for Tuesday evening, September 5, 2023, Dales Southern Grill, 6 pm.

Dixie Vintage Mid-Month Cruise-In:
Saturday, August 19, 2023, 8-11 am.
Dunkin Lakeshore
300 Commons Drive
Homewood, Alabama 35209

Linda Gail Cooch age 83 passed away June 26, 2023. She is the daughter of Alden and Pauline Caldwell. Gail spent her childhood in Central Park attending Central Park Methodist Church where she met and married her sweetheart of 63 years William Frank Cooch. She is survived by her sons Billy (Holly) David and Glenn (Susan) Cooch and her sister Janice Dunn. She has been an active member of Bluff Park United Methodist Church and has enjoyed many years working as a pre-school teacher at the church. We are thankful to so many who have helped us by prayers and support in the last few months. In lieu of flowers we ask for donations to the Alzheimer's Association of Alabama.

To the **right** is a picture of Gail with Bill, who survives. They were active club members for many years.



"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?

Please let us know.
Text us at 205-276-4423

New Car Members

New Members:

Steven and Candy Wyatt
Vestavia, Alabama
1976 Pontiac Firebird
1983 Pontiac Firebird

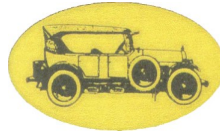
Welcome to the Club!

Winner of the July Drawing:

Joe Bonner

Congrats Joe!

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.

2023 Board of Directors

Ed Zanaty, Chairman, President, Membership
edward.zanaty@gmail.com

205-942-1312; 205-585-8580

Jim Black

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Steve Owen

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Automatic Transmissions

by

John E. Krauser

Many of us learned to drive a vehicle that needed a clutch to shift gears. Manual transmissions were very common in our youth. In the 1970s, automatic transmission sales overtook manual transmission sales. Auto manufacturers usually made and designed their own transmissions as needed or as an innovation. For Example, General Motors invented the Hydra-Matic four speed automatic transmission in 1939. The Oldsmobile brand got the first rights to use this as an option in their brand. Oldsmobile produced more cars than Cadillac and Buick thus allowing a better test base and economies of scale.

General Motors also invented the 700R4 transmission in 1982. It was also a four-speed transmission. However, the fourth gear in this transmission was overdrive that provided a 30% gear reduction. The Hydra-Matic did not have this ability.

To this day the 700R4 built prior to 1993 is desired as an alternative to original transmissions in older cars. Prior to 1993 a valve body that used mechanical and hydraulic pressures conducted the shifts. In 1993 the transmission required computer control for shifting. There are many engine/700R4 transmission adapter plates available to aid in the installation of the 700R4 in other vehicles.

Now onto the featured transmission, Packard's Ultramatic transmission. Ultramatic was the trademark name of Packard's automatic transmission. It was introduced in 1949 and lasted until 1956. Development of this transmission was started in 1935 by the company's chief engineer, Forest McFarland, and his staff. The design was considered quite an accomplishment since it was produced by an independent auto manufacturer with no outside help. None of the early designs were considered good enough for the Packard brand though. World War II stopped all research and development on the unit.

In 1949, Packard's 50th Anniversary, McFarland's **Ultramatic Drive** met his requirements and became available. Its cost as an option was \$199, and it was only offered on the top-of-the-line Packard Customs. In 1950 the transmission was available for all of Packard's vehicles.

The **Ultramatic Drive** transmission was labeled as a hydraulic torque converter with a two-speed gear train. Direct drive was accomplished when the torque converter locked up. A reverse gear was also present along with a parking feature. The positions on the column shift were Parking, Neutral, High, Low and Reverse (PNHLR).

All hydraulic operations within this transmission were controlled by a valve body. That control was normal until computer control was introduced in an automobile.

The **Ultramatic Drive** transmission's operation was automatic but with some limitations. The unit could not shift between "high" and "low" gear ratios. The driver made this determination by selection of the gear shift level located on the steering column. Normal driving 1:1 ratio would be always available, but the torque converter system would reduce gearing for starts. Various rear end ratios and throttle pressure played a role in the shifting process.

The low start ratio allowed the converter to lock up at a lower speed, and to assist when climbing and descending hills. This action also kept torque converter overheating to a minimum.

An advantage of the "locked torque converter" was to provide direct mechanical drive from the engine to the rear wheels. The same power and economy that a manual transmission provided was achieved by the **Ultramatic Drive** transmission. This helped promote Packard's image as a "top of the line automobile."

Packard introduced a new version of the **Ultramatic Drive** in 1954. It was called the **Gear-Start Ultramatic Drive**. There was a new gear shift selector sequence on the steering column labeled (PN•DLR). The shifting options were Park, Neutral, High, Drive, Low and Reverse.

"D" for drive range would use the low ratio and torque converter for starting motion. The transmission would live up to its automatic name by switching to the high ratio and direct drive based on the car's acceleration.

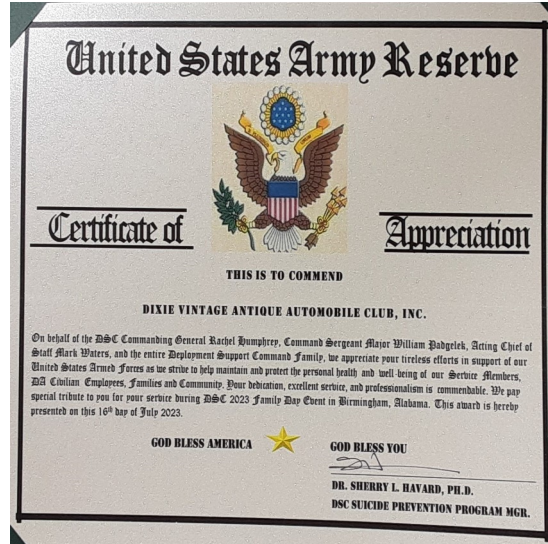
Also, during this time, production of the transmission was moved into a new facility in Utica, Michigan. It was modern and built to manage the anticipated big demand for Packard's Automobile line. But, it closed about two years after it was opened.

In 1955 Packard introduced an all new V8 engine design and launched an improved version of its transmission to go with that engine design. It was known as the **Twin-Ultramatic Drive**. Automobile Industry legend John DeLorean was involved with the task of improving the transmission's operation. Torque converter operation and stall speed changes increased the torque multiplication that better matched the V8 engine's operation. Now, there was yet another gear shift selector sequence on the steering column labeled (PN'D'LR). Park and Neutral stayed the same.

The mark to the left of the 'D' indicated the first Drive position that equated to High on the **Gear-Start Ultramatic**. The mark to the right of the 'D' was equivalent to the Drive position on the **Gear-Start Ultramatic**. The driver had the option of starting in either High or Low with automatic upshifts ending with Direct Drive. Low and Reverse also stayed the same. Even with its improvements the **Twin-Ultramatic Drive** suffered what was known as "teething problems." This hurt Packard's reputation for quality.

In 1956 several transmission components were redesigned. An improvement in shift control was the result of these changes. And the transmission's name changed to the original **Ultramatic Drive** brand name. And the gear shift pattern changed again, was well. The new shift printed pattern was (PNHDLR). High drive or low drive was indicated by (HDL). These letters replaced the mark of ' on each side of the D on the shifter display.

In a short time Packard made changes to their transmission to stay competitive in the automobile market. However, the Packard-Studebaker merger did not work out. This brought both companies down with neither one surviving for more than a few years after the merger.



Larry Moore's Ford Pickup truck won the "People's Choice" Award at an Army event. He is pictured **upper left**. **Upper right** is another fine Ford pickup that is owned by Courtney.





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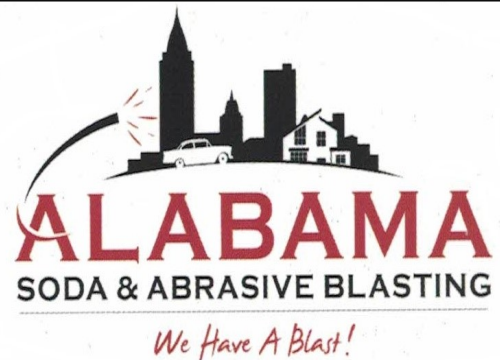
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L & M Rod and Customs

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The chance of rain somewhat damped our 3rd Saturday turnout at Dunkin Donuts. But a few good folks made the trip anyway.

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Owners Greg & Sandy Tope



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It's 1967

Cost of living
New House \$14,425
Average yearly income \$7,305
Rent was \$125 a month
Movie ticket was \$1.25 a show
Gasoline \$ 0.33 per gallon
\$9.13 today is needed to purchase what \$1.00
would buy in 1967
The dollar's average inflation rate from 1967 to
2023 is 4.03%.

The best selling car in 1967 was the Chevy Camaro
220, 906 were sold
Many engines were offered ranging from the 250
cubic inch up to the 396 cubic inch model.
396 cubic engine was available in the "SS" Package
but not the "RS" Package.
Chevy introduced the 350 cubic engine this year.
It was only available in the Camaro in 1967.
A basic model costs around \$2,466.
\$5,000 would get a fully loaded/powering version
Pictured right is one example of the 1967 model.



(205) 942-0005

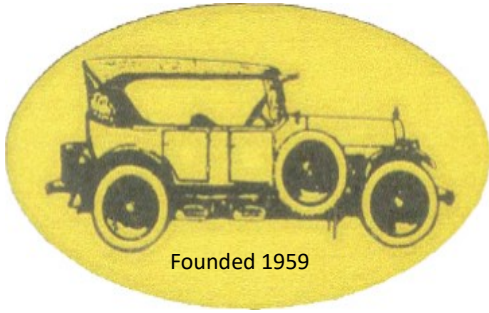
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www.dvaac.com

The 2023 Dixie Vintage Member Decal is now available upon payment (\$20) of your 2023 Club Dues.

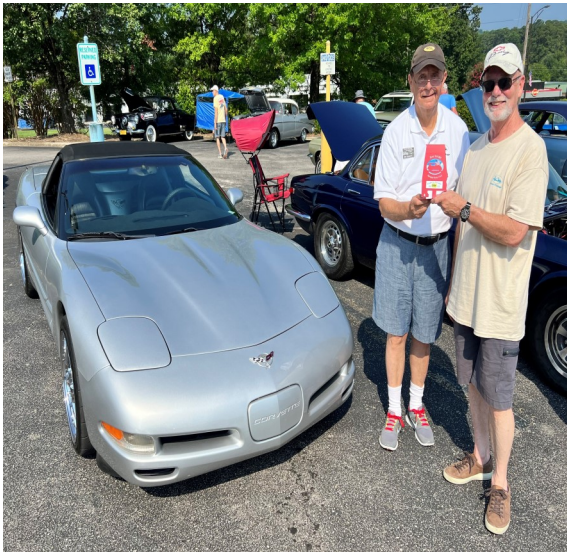


Pictured **below** is the first Cruise-In Favorite Trophy winner Bob Griffiths. He is standing near his 2003 50th Anniversary Corvette Convertible.

DVAAC President Ed Zanaty is presenting the award.

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 newly designed 2023 trophy is to the **right**.



Pictured **right** is the second Cruise-In Favorite Trophy winner Joe Coleman. He is standing near his 1951 Plymouth Hardtop Belvedere.

DVAAC President Ed Zanaty is presenting the award.

