Dixie Vintage Antique Automobile Club, Inc

Newsletter

Founded 1959

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

September, 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 EVENTS

Dixie Vintage First Saturday Cruise-In:
Saturday, September 2, 2023, 8-11 am.
Hoover Tactical Firearms
1621 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Business Meeting:
Tuesday, September 5, 2023, 6 pm.
Dale's Southern Grill
1843 Montgomery Highway
Hoover, Alabama 35226

Dixie Vintage Mid-Month Cruise-In:
Saturday, September 16, 2023, 8-11 am.
Dunkin Lakeshore
300 Commons Drive
Homewood, Alabama 35209

Dixie Vintage Member

Dixie Vintage member Joe Alfano is pictured with his 1960 Buick Invicta. Joe won the Dennis Gage Award at the 3rd annual Rocket City Octane Auto Show. Pictured with Joe is "My Classic Car " television show host, Dennis Gage. Congratulations Joe!

"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:

Dennis and Darlene Cooke
Alabaster, Alabama
1967 Ford Mustang

Mike and Leonor Matheny
Vestavia Hills, Alabama
1981 Pontiac Firebird Formula
1995 Chevy Camaro Z-28

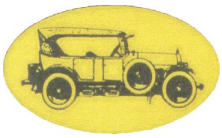
Bob and Diane Van Loan
Helena, Alabama
1967 Ford Mustang GTA Fastback
2006 Mustang Premium Convertible

Welcome to the Club!

Winner of the July Drawing:

Dan Wilson (again!)
Congrats Lucky Dan!

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
205-527-9346
Steve Owen
205-567-2735

2023 Officers

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Dale Baker, Vice President Emeritus
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The Hon. Col. Terry Brooks of the South Georgia Studebaker Drivers Club gave us permission to run this article. It appears in Aug – Sept 2023 **Drivers Club** Newsletter.

Tech Tips/Notes

Brake Fluid Testing

By Wayne Lee

Automotive brake fluid does a great job of activating the brake cylinders that, in turn, push the brake shoes against the drum, so we can stop our Studebaker when we need to. However, brake fluid has a downside you need to be aware of, namely; it absorbs moisture from the environment. The technical term for this is Hygroscopic. Hygroscopic is the phenomenon of attracting and holding water molecules via adsorption from the surrounding environment. When this occurs, the moisture content can change the chemistry of the brake fluid, which can ***negatively*** affect how well your brakes work. Additionally, the extra moisture will cause the metal in your braking system to begin to corrode and rust.

This hit home recently as I've been helping a young fellow resurrect his 1957 Studebaker Transtar pickup. While jockeying the truck around the yard, one of the rear brakes locked up solid. No amount of rocking it with the engine would free it. This could have been disastrous if we'd been out and about town in it.

I found the brake master cylinder was full of brake fluid, but it was a dirty rusty brown color, certainly not what I expected to see. Tearing into the brakes I found the wheel cylinder components were rusty and inhibiting the free movement of the components which is why the wheel had locked-up.

Seeing this I became concerned about the brakes in our other Studes. What I needed was a quick and easy way to check the moisture content of brake fluid. The answer was found in a small device that looks like an ink pen called a **Brake Fluid Tester** available at auto parts stores and online parts outlets as well, often for less than $20.

Powered by a small battery, the tester has green, yellow, and red LEDs, and two metal contacts at one end. **The operation is simple:** install the battery, turn on the tester, dip the metal contacts into the fluid bowl of your brake master cylinder. The tester measures the moisture content and lights up the appropriate LED. Before testing the Transtar, I tested an old bottle of DOT3 that's been on the shelf for several years. It lit up the yellow LED. I also tested a new bottle of DOT3 and it lit up the green LED. When I tested the Transtar, the tester lit up the red LED indicating too much moisture in the brake fluid – thus confirming why I was seeing the rust in the brake system.

We all spend a lot of time making our Studebakers look good. Why not spend a minute checking your brake fluid to ensure you and your family's safety?!

This article original ran in the January 2019 Dixie Vintage newsletter. We were given permission by the Avanti Owners International magazine to publish the article at that time. I thought the article would be a good read again based page 3's article.

Brake Fluid Vapor Lock

Peter Yuen
AOAI Canada member

From time to time, we hear of vapor lock in the fuel system where the gas does not reach the carburetor but we seldom if ever hear of the vapor lock in the braking system. It exists.

When a driver places his foot on the brake pedal the pressure that he exerts actuates a piston in the brake master cylinder. This displaces a column of brake fluid to the slave cylinders on each of the four wheels. The pistons in these cylinders are operated by the movement of the fluid, that causes the brake shoes or the disc pads to be forced against the drums or the discs with the result that the vehicle slows down.

This system is simple and highly efficient. But it can go wrong. It is important that every driver should know how and why. His, or her, life could one day depend upon this knowledge.

There is of course, the possibility of mechanical failure. This can, to a very large extent, be guarded against by a careful inspection of all components in the brake system.

A greater problem arises, however, in the case of the brake fluid, the condition of which is in every way as important as that of the mechanical parts of the system. Consider, for example, the possible consequences if this fluid vaporized at a critical moment under severe braking conditions.

Suppose it did not respond properly at low temperatures, or what the effect could be if the fluid were to cause internal corrosion of brake components or attack rubber seals and hoses. These things could happen.

This is why brake fluid is one of the most vital components of any vehicle. An engine oil or anti-freeze of poor quality might put the engine at risk, but not the driver or passengers. A sub-standard brake fluid can result in a fatal accident.

❑

By far, the most important demand of brake fluid that it should be able to operate successfully at the high temperatures generated by the brakes during retardation. Brakes operate by friction and friction produces heat. Under exceptional conditions, discs and drums have been known to get red hot, and since the fluids is in close proximity to the heat source, it too can reach a very high temperatures. The amount of heat generated in the braking systems has greatly increased in the past few years and may well continue to increase. This has happened for reveal reasons;

- The higher speeds of which the modern vehicles are capable.
- The greater load on brakes resulting from the wider use of campers and trailers.
- Improvements in brake lining materials which dissipates the heat more readily.
- More restricted cooling airflow arising from the adoption of lower radiator levels,wider/lower profile tires and the fitting of spoilers and special wheels or wheel trims.
- The use of automatic transmissions which afford less engine braking.
- The ever increasing use of the efficient disc brake system.

For all these reasons, it has become increasingly important for a brake fluid to be capable of withstanding any tendency to boil or to vaporize as a result of the heat generated due to braking. Should vaporizing occur, the result would be at best, a 'spongy' pedal or at worst, complete loss of brakes with the pedal going fully to the floor without any prior warning at all. This can happen simply because vapor (i.e. gas) is compressible whereas fluid is not. All the movement of the pedal and of the master cylinder piston, can be taken up in the compressing the vapor without any of the effort being transmitted to the brakes themselves. . . Not good.

This phenomenon is known as "Vapor Lock." The vaporization of only a very small amount of fluid, perhaps .05ml. is all that may be needed to override the 10 to 20 ml. Pumping capacity of most passenger car master cylinders.

In most cases of vapor lock which have been studied, full braking efficiency has been restored once the system has cooled down and the vapor again condensed into a fluid. This effect might lead a prudent motorist to stop on encountering the first symptoms of vapor lock in order "to allow the brakes to cool down." But, in these circumstances, another factor needs to be taken into account.

By stopping, the driver will have denied his brakes the benefits of the cooling airflow and so, for a time, the fluid will continue to absorb heat at, if anything, an even greater rate than before. This phenomenon is known as "Heat soak."

By stopping, the driver is undoubtedly doing the right thing.

However, a stop of only a few minutes may do more harm than good. He should wait at least a quarter of an hour, and preferably longer in order to ensure that his brakes have fully restored.

Not only may vapor lock occur solely as a result of the generation of friction induced heat in the system, there is another important factor. This is the capacity of the conventional brake fluids, based on glycol and glycol esters to absorb water from the atmosphere, known as hygroscopicity and it results in lowering the temperature at which vapor lock in the brakes occurs.

Extensive tests have shown that the vapor lock point of a typical high quality fluid when new, is around 230 degrees celsius. This will drop over 12 month in service to approximately 165 degrees celsius. After two years, will be as low as 140 degrees celsius.

See BRAKES, page 7

The weather was great for Hoover Tac's 1st Saturday car and truck event. Pictured left and right are a few examples of cars and trucks in attendance.

Ella assisted us with the monthly cash drawing.

1967

In 1967 the federal government mandated the use of dual-braking master cylinders. A 1983 NHTSA report calculated that the feature prevented 40,000 accidents each year.

Disc/drum dual master cylinder. Disc brakes require a larger reservoir (left side).

Drum/drum master cylinder. Reservoirs are same size.

Brakes, from page 4

This is because of absorption of moisture, largely through the rubber hoses in the system which are slightly permeable. It is because of this progressive and unavoidable lowering of the vapor lock potential in service that many manufacturers recommend a change of brake fluid every 12 months.

Time, not distance covered, is the significant factor here. Water will be absorbed by the fluid at a similar rate whether the car is in use or not. Even a brand new car, straight out of the dealer's showroom can contain substandard brake fluid as some months have passed since it was manufactured and the brake system charge with fluid. Foreign built cars may have undertaken long sea voyages can be particularly prone to this fault.

Although we seldom if ever hear of this vaporizing problem, it is more widespread than is realized. The chances of the police or others that are investigating the condition of the braking system after an accident and finding the symptoms of vapor lock without specialized equipment are remote because normal braking conditions will automatically restore themselves within twenty minutes or so of the accident occurring. During this time, the vapor has condensed back into a fluid as the brake components cool off.

Brake fluid that is more than one year old is potentially dangerous in any car. It always carries with it the seeds of a sudden and complete brake failure and a driver's first experience with vapor lock could well be his last. The small cost of an annual change of fluid may be the best investment that a driver can ever make.

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Dixie Vintage Antique Automobile Club, Inc.

4572 Eagle Point Drive

Birmingham, AL 35242-6942

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, Hank Arnold.

He is standing near his 1967 Olds 442. 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, Courtney Brown.

She is standing in front of her 1967 Ford Pickup. DVAAC President Ed Zanaty is presenting the award.