



www.aaca.org/dixie

January 2009—Official publication of the AACA Dixie Region—Serving Greater Birmingham—Vol. 21 No. 01

2009 starts with a dinner meeting

When: Tuesday January 27th, 6 p.m.
Where: Richard's Barbecue, Acton Road and I-459
What: The Evolution of the Automobile Dealership



DETAILS

The AACA Dixie Region will hold the first meeting of the year on Tuesday January 27th 6 p.m. for dinner at Richard's Barbecue Restaurant. The program will begin at 7 p.m. Please plan to attend as we will be presented the slate of officers for 2009. (See Jan Hyche's President's message on page two about the slate of officers and the unfilled position of Vice President of Activities.)

In addition to the officers for 2009, Bill Gardner will present a program on "The Evolution of the Automobile Dealership"

Make it a point to attend, mark you calendar now! And

The car shown at the right of this page was seen in a museum on the Tallahassee Regional Tour in 2007. It's unlikely that cars as old will be driven on our tour.

Do you know the year and make of this car?

See page five for the answer.

Photo by Bob Hinds

bring your ideas for programs and tours to share with club members. We welcome your input as plans are still in flux for 2009. With your ideas, 2009 will be an exciting year for our club.

DIRECTIONS

Richard's Barbecue Restaurant is located at 2409 Acton Road at the I-459 Acton Road exit # 17. This restaurant is located near the McDonalds in the Dolly Creek Shopping Center and is across the street from the AAA Headquarters. If you need more specific directions, please call the restaurant at 979-6057



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2009 dues are overdue!

AACA Dixie Region—The most active and visible multi-make antique car club in the area



A Note From The PRESIDENT

Jan Hyché

AACA National Headquarters
P.O. Box 417 Hershey, PA. 17033
Founded 1935 717/534-1910
www.aaca.org

Dedicated to the preservation,
restoration and maintenance of
automobiles and automotive history

Membership in the AACA is required to be
a member of the Dixie Region
ownership of an antique car is optional

The Exhaust Whistle

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The Exhaust Whistle is a monthly publication
of the AACA Dixie Region, views expressed in
the *Exhaust Whistle* are not necessarily those
of the Region officers of AACA. Original material
may be reprinted if credit is given.

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Dear Dixie Region Members,

I trust that everyone had a great Christmas season and started the New Year off right. We had a small attendance at our Christmas Party at Grayson Valley Country Club, but it was a very enjoyable time. All that attended agreed that it was good to have a lunch instead of dinner. A big thanks to Sue Burnham for making all arrangements. Ernie was once again our Santa and we had our usual taking of TOYS by the boys. We had much good conversation and car talk. We had so much fun sharing stories that we decided to let that be our program for January. If you have a good story about a restoration, show or tour or anything at Hershey annual show to share, be ready! It is good to be trying to get back to some normal routine. Now that January is here, we are trying to gear up for a great new year for AACA Dixie Region.

We will be announcing the Nominating Committee's recommendations for officers for 2009 as follows: Bill Gardner to move up to president, Dale Baker to be VP of Membership, Jan Hyché for secretary and Nancy Myer for treasurer. As you may notice, we are missing a VP of Activities. We need someone to step up to the plate and take that responsibility. The person does not have to DO every meeting, but be the coordinator. Several members will be happy to take responsibility for a month, but we need a person to be in charge. Please consider whether you might take this position. We have been blessed in the past with good meetings that have been both fun and educational for our hobby and it is important to the fellowship of the club. We will present the slate of officers that we have and look forward to someone stepping in for the activities director. See you at Richards!

Please note that the deadline for the Feb *Exhaust Whistle* is Feb 10th

2009 SCHEDULE

Red= Dixie Region events, Blue= Southeastern National AACA events
Black= National AACA events outside of the Southeast

To obtain National AACA registration material:
mail activity card included with your *Antique Automobile* magazine
or log onto www.aaca.org

Jan 27 (Tue) Dixie Region dinner meeting, see page one for details
Feb 12-14 AACA Annual Meeting, Philadelphia, PA
Feb 26-28 AACA Southeastern Spring Meet, Lakeland, FL
Apr 2-5 AACA Southeastern Spring Meet, Charlotte, NC
Apr 15-19 AACA Southeastern Divisional Tour for 1984 and earlier vehicles (hosted by Dixie Region), Birmingham, AL
May 4-9 AACA Founders Tour (1936-1984 vehicles), Midland, TX
May 28-30 AACA Eastern Spring Meet, Gettysburg, PA
Jun 11-13 AACA Southeastern Special Spring Meet, Lebanon, TN
Aug 22-28 AAA Glidden Tour (1942 and earlier), Portland, OR (hosted by AACA)
Sep 18 AACA Annual Grand National Meet, Topeka, Kansas
Sep 19 AACA Central Fall Meet, Topeka, Kansas
Oct 7-10 AACA Eastern Fall Meet, Hershey, PA

Be sure to mark these dates on your calendar

2009 Tour Committee Report

The Southeastern Divisional Tour Committee met on Sunday, January 11th.

The following is an overview of the three days of touring:

Thursday, April 16th.

We will visit Pro Bass Shops, Barbers Motorsports Museum and the Birmingham Botanical Gardens. We will travel "country roads" to Leeds and we are working out the details for our morning coffee break. After lunch at the Zamora Temple we will travel back to Birmingham via roads in Mountain Brook to the Botanical Gardens. Total mileage for the day is 45 miles which is approximately 1 1/2 hours of driving. This allows our guests to spend most of the day visiting the venues.

Friday, April 17th

We will visit Tannehill State Park and Museum and Vulcan Park and Museum. The people at Tannehill have been most gracious and will provide a parking area for us and easy access to the park. On the way to Tannehill we will stop for our coffee break at the Pleasant Hill United Methodist Church where Charles and Barbara Clinton belong. After leaving Tannehill we will travel back to Birmingham and have lunch at Canterbury United Methodist Church in Mountain Brook. After lunch we will visit Vulcan Park and Museum. This will be our longest day of traveling. The mileage for the day is 75 miles requiring 2 1/2 hours of driving.

Saturday, April 18th

We will visit Ron and Liz Moore's antique auto museum where we will also have our coffee break. After leaving the Moore's we will visit Old Car Heaven which is also our lunch break. After lunch we will travel to and visit the Civil Rights Institute. Saturday evening our closing banquet will be at Christ Church United Methodist. Total mileage for the day is 21.8 miles and driving time is one hour.

Other items discussed:

- o We will have an opening ice cream social at the Drury Inn on Wednesday, April 15th.
- o As of Friday, January 9th AACA headquarters in Hershey had received 83 requests for information regarding our tour which is outstanding.
- o Our tri-fold that Bob Hinds has put together is impressive and ready to be printed.
- o Tim Stout has developed a DVD showing all the venues we will visit. It will be sent to all the individuals that request an application. He will show it to the entire club at our regular February meeting. This video is a very professional overview of our tour.

Bill Gardner and I will also make a presentation at our February meeting about the tour and the assistance we need from our club members to make this a tour that will long be remembered favorably by our guests.

Respectfully submitted, *Ernie Gauld*

AACA Dixie Region News and Notes

- ⇒ AACA Dixie Region members seen at Polar Bear Run, December 27th, 2008. **Bo Bogaty, John & Alverta Cover, Ruben Greenwood, Bob Hinds, Bill Marx, Tony & Melba Poe, Jim & Dodie Roberts, and Pat & Linda Smith.** If I missed anyone, I Apologize. This was a fun tour starting at the Barber Vintage Motorsports Museum and ending at the International Motorsport Hall of Fame (IMHOF). Before embarking on the tour we were treated to Krisby Kreme doughnuts inside the museum and were allowed to drive two parade laps on the 2.34 mile track. Under the direction of **Ruben Greenwood**, the Birmingham British Motoring Club organized this tour and arranged for a barbecue lunch from the Shack to be served in the dome at the IMHOF. Talladega Track tours were also included in the price.
- ⇒ Walter Bamberg (Mike Bamberg's brother) sent a note stating that they will arrive in Birmingham Sunday January 25th for the trial of Mike's killer. It is scheduled to start Monday January 26th but there is no reason to attend until a jury is seated (hopefully Monday or Tuesday). AACA Dixie Region members will be notified via e-mail

when the jury is seated and the trial is ready to begin. As stated before, the prosecutor said the more people watching the trial in person, the more likely the killer will be found guilty.

- ⇒ **Jan Hyche** received the following request; "I am trying to identify this vehicle. Could someone in your organization help?" Wilton H Bunch, VMDWHB@aol.com



- ⇒ **The truck is a Ford Model T, but what year? Does anyone know the car? ed**



Front wheel before
Photo by Tim Stout

It's not just a job, it's a nasty adventure

About a year ago I noticed that when I came to a stop, whether I was on a hill or flat surface, my brake pedal would slowly find its way to the floor. Since it was doing it slowly and I never saw any signs of leaking brake fluid, I just put it in the back of my mind that I'd have to get to that someday soon. Over the course of the next 12 months or so I noticed that it was finding its way to the floor a little more quickly. After the 2007 Polar Bear Run to Anniston, I decided to start purchasing the things I thought I would need to do a brake job. I knew the brake shoes were fine from a previous inspection. I bought a master cylinder kit, an inexpensive set of wheel cylinder kits that happened to come with another master cylinder kit and I had also been buying pints of DOT 5 brake fluid. A year earlier I had bought copper tubing and brake hoses in anticipation of the rebuild. Once I had my supplies, I set about doing the dismantling. I started on the master cylinder to see if a simple rebuild kit was all that was needed, or a honing, sleeving or outright replacement was in order.

Before taking off the master cylinder, you have to drain the system. That sounds simple enough but to do that you have to loosen the lug nuts, put the car on jack stands and remove the tires. Then you get to slide under each wheel section to find, clean and loosen the bleeder valves and to rig hoses and cans to catch the old brake

fluid. Then you get your exercise going from wheel bleeder to pump the brake pedal, back to the wheel over and over as you not only pump out the old muddy brown fluid, but pouring fresh fluid behind it until it runs clean and then pump until nothing but air spits out. After several dozen squat thrusts to do all this, I pulled off the master cylinder and all the wheel drums to reveal the fun ahead. Stage one was complete, I had had enough and it was time to begin cleaning up. By this point your hands are grimy, your back is aching and smudged with floor drippings. After about a half hour later of using Go-Jo, the top layers of grime are gone and you can now make an accurate finger count. Washing your hands repeatedly like Howard Hughes, with Lava hand soap, finally reveals skin under the last layers.

The next day I took the master cylinder to my friend Mike for a rebuild to discover that it was the cause of the "soft pedal" because it was too pitted to hold pressure and needed to be sent off for a re-sleeve.

Since completing the project was now delayed by a couple of weeks, or more, I waited until the weekend for the next, much filthier, adventure. After taking many "before" pictures of each drum assembly so that I would remember how to re-assemble (I love digital cameras for this), I commenced to tear them down. Other than removing layers of old paint and grease to get wrenches and screw drivers to fit, this went quickly. The only part that really slowed me down was trying to remove the old brake hoses. It seems both front hoses were completely frozen with rust to the brake line connectors. After much grunting, cussing and teeth gnashing, I got out my heavy duty line pliers and cut the steel front lines that were put on who-knows-when. Since my vehicle is a '38 vintage, the rear lines were still copper and came apart easily.

After everything was disassembled and all parts were soaking in brake part solvent, I got my dust mask, goggles and wire wheel attachment for my drill and proceeded to make a REAL mess. After about 2 hours of grinding the accumulated rust off the inside of the brake plates, I then dug out the built up

grease, goo, road tar and excess paint from the back of the plates. Then I had to scrub the front and back of each plate with a wire brush and a small wire brush with more brake solvent. When this was finished, I wiped down each wheel with lacquer thinner and painted them for later assembly.

Once again I had to turn to Mike's expertise and equipment to rebuild the 4 brake cylinders. He honed most of them smooth. There was an equipment malfunction on one that left a gouge in the cylinder wall so I had to order a replacement. While reassembling the cylinders, we discovered I had the wrong size rebuild kits for the front. So much for saving money on the "inexpensive" kit I bought the year before. Another trip to NAPA and they were ready to bolt back on.

When the master cylinder was returned, I was a happy camper. On the following weekend I had made new copper tubing lines for the front brakes. Once again using Mike's tube benders and a flaring tool I had put the pressure fittings back on the new lines. I also flushed the older rear lines with brake solvent and then blew them dry with compressed air. Finally it was time, the brake parts had been cleaned and painted and everything was ready to go. Referring many times to my digital pictures, Mike and I reassembled the brakes. Then I pumped the pedal while he bled the valves. I used Dot 5 Silicone brake fluid when I refilled the system. The advantage with this is that if your entire system is rebuilt, like I was planning, the rubber pieces in your brakes are silicone based and the rubber will not deteriorate. Silicone does not gum up over time and has a half life of a thousand years or so and won't ever need to be replaced. That's my theory as to why one of the most plentiful elements on the planet it is so expensive, if you don't spring a leak, you never have to buy more. Two other, very good reasons to use silicone are, that it will not absorb

Continued on page 5

Brake Job – continued

water out of the air, a very important consideration in humid climates like ours, and it is not harmful to the paint job if you happen to spill, splatter or splash some. These actions are all guaranteed if I'm the one doing it.

When we were finished bleeding, we adjusted the brake shoes and took it for a test drive. It stopped nice and straight without pulling and even when hitting the brakes hard, it grabbed evenly. The difference was amazing! I only have about 1 inch of pedal travel and I can hold my foot on the brake all day long and have absolutely no fade. It was a project well worth the trouble and the constant clean up. Now I know that anyone who does this a lot, or for a living has already said; "What a whining light weight softy." (or worse), and you're right. Well, let me whine some more. The real time waster of a project like this comes in having to dig out my precious little fingernails every day. Trust me, anytime I meet a mechanic, if his hands are as clean and dainty as mine, I don't want them as a mechanic! But, since I work in and out of an office and meet people all day, when it looks like the ends of all of your fingers were beaten black with a hammer, they start prejudging you and wonder about your hygiene and other aspects of your life. If you start trying to tell them what you do for a hobby, most peoples eyes glaze over and they start looking at their Blackberries or begin taking calls on their cell phones in the middle of your explanation. So I try to avoid all of this by spending a ridiculous amount of time cleaning my nails. This is like detailing around the rubber gaskets of every door and window in your car everyday, only with pain involved. You start with the regular pointed instruments and then in order to actually make them presentable, you have to get ever sharper and narrower objects to excavate the crud. This wouldn't bother me at all if you only had to do it once, but a brake overhaul takes me days and every time you even look at the brakes, your fingernails manage to suck dirt right off of the wheels and under your nails.

My sincerest and deepest

appreciation goes to those that can tolerate this day after day. If they do it right, they earn every dime they charge you because remember, they don't get the satisfaction driving the car after they have soiled themselves, so to speak, just to put a roof over their families heads.



Front wheel after
Photo by Tim Stout

Note from the editor:

One should never use copper brake lines unless restoring a car that was originally fitted with copper brake lines.

There is a new type of copper alloy brake line that can be formed without a tubing bender and looks like copper, it's called "Cumifer" and is approved for use as brake lines.



"Pumpkin" is a new addition to the Hinds' household. He is six months old and still runs around like a kitten.

Photo by Jane Hinds

Answer to mystery car on page one

1921 McFarlan, made in Connersville, Indiana. The six cylinder engine has triple ignition with 18 spark plugs and 120 horsepower. The price when new was \$6,300.

2009 DUES

Annual AACA and Dixie Region dues are now past due. If you have already paid, we thank you.

Mail your \$35 National AACA dues to Hershey (renewal notice was included with your September/October *Antique Automobile* magazine). Mail your \$15 Dixie Region dues to Nancy Myer, 5021 Collins Drive, Pell City, AL 35128.

Questions? 205 338-7332

A note from your editor



Thank you for letting me be your editor for 2008. This month, please enjoy the featured story about Tim Stout and the brake job on his 1938 Packard.

Thanks to those who submitted feature articles throughout 2008, please keep them coming for 2009. It makes the newsletter more interesting.

Does anyone have interesting tales to tell? How about experiences with family cars to share? Have any Tech Tips?

Regarding Roster & E-mail

E-mail is a free and fast way to communicate with our membership. We still would like to have e-mail addresses for the following members:

Henry Brooks, Larry Davis, Stewart Dudley, John & Beth Gerwin, Bobby & Barbara Jones, Al & Rebecca Knight, Joey Moore, Fred & Catherine Shaw, Zeke & Linda Willis, and Millard & Ann Young.

We also need corrected e-mail addresses for the following members:

Russell Hepp, Ed Keller, Bob Perry and Gene Wilkinson.

Please send your e-mail and other roster corrections to the editor.

The Editor's US & e-mail addresses are on page two, you can also give your material to me at a meeting or via the telephone.

**FYI: non-AACA local antique car events,
contact organizer for details**

First Saturday morning of every month: Krispy Kreme in Hoover US-31 and Patton Chapel Rd. From about 8:30 a.m. until noon. Rain date is the second Saturday of the month, same place and times. Contact Dixie Region member: **Jim Ketchersid 205 979-5387**

Third Saturday morning of every month: Breakfast with your fellow hobbyists @ the RAILROAD CAFE in Morgan Village on Morgan Road I-459, exit #6 (Morgan Road). About 8:30 a.m. Contact Dixie Region member: **Gary Adams 205 444-0876**

Third Saturday evening of every month: A year-round cruise-in at the Hoover Krispy Kreme. Starting at 5:00 p.m. every month of the year. Contact Dixie Region member: **Jim Ketchersid 205 979-5387**

Please forward to the editor information about local shows and cruise-ins that would be of interest to your fellow AACA Dixie Region members. In the past, members have attended non-AACA events and enjoyed them as a way to support local charities and communities. It's also a way of educating the public about the history connected with our cars.



**Southeastern Divisional Tour
April 15-19, 2009**



Birmingham, Alabama

See page three for a report from the 2009 tour Committee.

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The Exhaust Whistle

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Address Correction Requested**

FIRST CLASS

January Dinner Meeting on the 27th, see page one

