

# Dixie Vintage Antique Automobile Club, Inc Newsletter

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

October, 2023 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.

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, October 7, 2023, 8-11 am.  
Hoover Tactical Firearms  
1621 Montgomery Highway  
Hoover, Alabama 35226

Dixie Vintage Business Meeting:  
Tuesday, October 10, 2023, 6 pm.  
Dale's Southern Grill  
1843 Montgomery Highway  
Hoover, Alabama 35226

Dixie Vintage Mid-Month Cruise-In:  
Saturday, October 21, 2023, 8-11 am.  
Dunkin Lakeshore  
300 Commons Drive  
Homewood, Alabama 35209

## Dixie Vintage Member

The Dixie Vintage Antique Automobile Club members enjoyed a wonderful dinner and visit with the residents at the Crossings at Riverchase retirement facility.



### "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:

Kevin and Melissa Akers  
Helena, Alabama  
1987 Dodge Ram  
1977 Olds Cutlass

Aaron Hamilton  
Kingsport, Tennessee

Bill Thomason  
Hoover, Alabama  
1997 Jaguar Roadster  
2000 Porsche Boxster  
2006 Pontiac Solstice

**Welcome to the Club!**

### Winner of the Drawing:

Brett Winford  
Congrats Brett!

## 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](mailto: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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**Pat Krauser, Secretary**

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205-832-5424

**Gary Adams, Webmaster**

# More about Brake Systems

by  
John E. Krauser

September's newsletter had two articles about brake systems. One explained a tester that checked the quality of the brake fluid. The second talked about the frequency of changing the brake fluid. This month's article describes the different type of power brake systems that were used in our older rides.

Power brake systems increase pressure in the brake's hydraulics to help reduce the vehicles speed and stop the vehicle's motion. Mechanical components and the engine's vacuum multiply the brake line pressure to engage the brake pads or shoes against disc or drums. A manual brake system relies solely on the pressure applied on the brake pedal by the driver. By reducing the stopping distance, power brake systems help create a safer driving environment.

The vacuum assisted brake system was invented in the mid 1920's, and manufactured by the Bosch Company. However, the systems were not implemented in vehicles until the 1930's, after hydraulic brakes were installed in GM and Ford's auto and truck lines. From the 1930's and into the early 1960's power brakes were only found on higher end vehicles.

As an expensive option in the early in 1960's, power brakes were highly advertised. Many cars equipped with power brakes had the name "Power Brake" molded into the brake pedal's surface so it could be seen. All modern vehicles have power brakes. And in today's marketplace, there are many different power brake systems for purchase that can be installed on older classic cars and trucks.

So, how does the power brake system work? It starts with a booster that contains a large rubber diaphragm inside a canister with a series of springs and pistons. Vacuum from an engine or an electric vacuum pump supplies the needed vacuum for one side of the canister's diaphragm to work. The other side is open to atmospheric pressure when the brake pedal is depressed. The combination of positive pressure (atmospheric pressure) and negative pressure (vacuum suction) on the diaphragm assists the booster pushrod and provides more pressure for the master cylinder and on to the wheel cylinders and calipers.

There are two types of brake booster diaphragm setups: single rubber diaphragm and dual rubber diaphragm brake boosters. The single unit is physically smaller and works well when space is limited. Single diaphragm brake boosters are commonly used for four-wheel drum or front disc/rear drum brake systems. Drum wheel cylinders require less pressure to operate, so the single unit is acceptable. On a four-wheel disc brake system the dual unit is required as pressure to move the calipers is higher.

The brake booster multiplies the force placed on the brake pedal by 2-4 times the size of the booster diaphragm. This raises the force of braking pressure by 200/300 pounds. This force is applied into hydraulic pressure. For example, a 7-inch diaphragm receiving 704 psi from the driver's foot adds 355 psi from the brake booster. A total of 1059 psi is now applied to the brake lines. Most vacuum brake booster systems require eighteen inches of vacuum to perform correctly. Boosters usually shut down if the vacuum exceeds twenty-three inches.

There are different types of brake booster systems found in all makes and models of cars. Listed is a brief description of two of those systems. One of the first systems employed was Bendix's Hydrovac. This power boost system can be mounted anywhere. The input fluid pressure from the brake pedal is multiplied and through a vacuum/diaphragm/plunger mechanism, higher pressure fluid is routed to the wheel's cylinders.

**Continued on page 4**

**Continued from page 3**

Studebaker offered power brake systems starting in their 1955 model year. This system was successfully used by other car manufacturers as well. Cadillac, Mercedes, and Ferrari were automobile brands that also used this braking assist system.

Another early braking system used was known as the Hydro boost. This system does not use vacuum to make the power. Instead the power needed for pressure increase came from the power steering pump. When pressure is applied by the brake pedal, a port opens in the master cylinder and allows the flow of high-pressure fluid from the power steering pump. As an alternative to the power steering system fluid, an electric motor's power generating capability was used to increase pressure.

Here are signs that brake boosters are failing or have failed.

Brake pedal becomes stiff.

More difficulty stopping the vehicle. (requiring more pressure on the brake pedal)

Limited brake pedal travel or movement.

Hissing noise coming from the booster.

Low vacuum into the booster can be a result of a poorly running or tuned engine. There is a check valve located on the booster. This valve allows air flow in only one direction. If it has failed, air will move in both directions or not at all through the valve. The vacuum line between the valve and the engine may have a leak. Start the vehicle's engine while placing your foot on the brake. Modern cars require pressure on the brake pedal before the engine's starter will engage. The brake pedal should drop about one half of an inch. If it does not move, the booster or associated equipment has failed.

There are many choices for upgraded brake systems on our classic rides. For example, in the Studebaker world, disc brake upgrade kits and dual master cylinder reservoirs are made for many models in the Studebaker line. I believe that to be the case with many brands of older cars. All the parts in these kits are modern parts. As a result many kits are reasonably priced and available from local auto stores and online. However, brake upgrades and replacement parts may be limited in Bedrock. Fred may need to go to a shoe repair shop for replacement brake parts.

**Hydro boost**



**Hydrovac**







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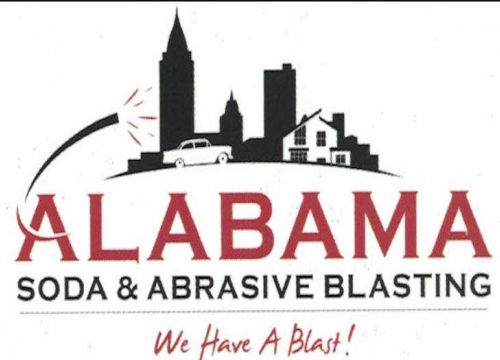
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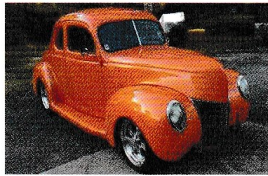
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# L & M Rod and Customs

## Building Dreams

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**Now Working On:**  
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### It's 1982

The average cost of a gallon of gasoline was \$1.28 for regular. In today's dollars that cost would be \$3.90 on average.

Bacon costs \$1.79 per pound

Eggs were \$.79 a dozen

A new house would cost \$69,300.

Milk was \$2.24 for a gallon.

Postage stamps were \$.20 each.

Singer Michael Jackson's album "Thriller" was released.

The break-up of the AT&T monopoly was ordered.

The clear coat paint system for the automobile industry was adopted as the industry standard.

Average cost of a new car: \$9,370

Lincoln Town Car: \$13,491

The most popular car for 1982 was Ford's Escort.

Its Starting MSRP price was listed as \$5,518.

337,667 Ford Escorts were sold in 1982.



1940 Ford Coupe.

**DALE'S**  
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**Eddie Porter**  
Manager

**845 Green Springs Hwy. - Homewood, AL 35209**  
**C (205) 283-7604 E parker@omegatirepros.com**

### For Sale:

2 original Ford steel front fenders (left and right) for 1940 Ford Coupe. (lower left)  
Fenders are straight and in excellent condition (\$500 each).

1 original ford passenger side front fender for 1953 Ford Pickup. (below) Fender is straight and in excellent condition (\$100).

Call Larry, 205-966-5581, Alabaster, AL



1953 Ford Pickup.



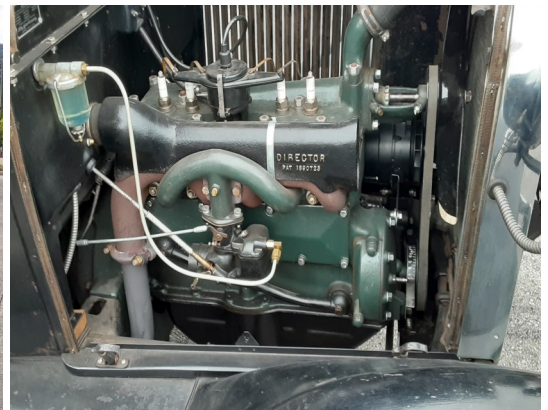


Available Now! New limited supply of Dixie Vintage ball caps.

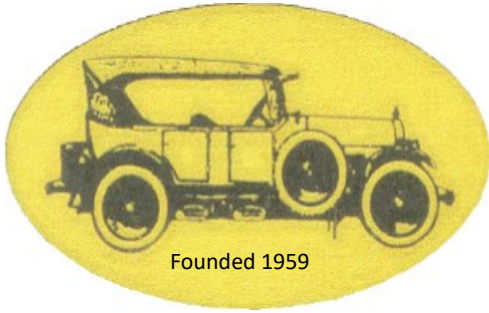
Please see Ed Zanaty at Hoover Tactical Cruise-in on October 7<sup>th</sup>.



We had another good weather day for Hoover Tac's 1st Saturday car event. Pictured below are a few examples of the many fine cars in attendance.







**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 September's first Cruise-In Favorite Trophy winner, Larry Edmonson with his 1950 Ford Coup.

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 September's second Cruise-In Favorite Trophy winner, Jeff Vastom with his 1978 Corvette.

DVAAC President Ed Zanaty is presenting the award.

