

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 36 Number 5, May. 2020

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Exercising During the COVID-19 Pandemic



Continued on pg. 3

BUSINESS INFO



GENERAL MEETINGS:

Are held at 7:00 pm on the 1st Tuesday of each month unless it falls on a holiday at:

BJ's Restaurant
461 W. Esplanade Dr.
Oxnard, CA 93030
Off ramp "Oxnard Blvd"

2020 General Meeting Dates:

No meeting May 5th.

June 2, July 7, Aug. 4 , Sept 1, Oct. 6, Nov. 10,

Board meetings take place according to the needs of the club, usually before or after the club's General Meeting; but as often as is deemed necessary at the discretion of the Club President.

NEWSLETTER

THE CLEAR HOOTER is your Club Newsletter and it is published monthly. The deadline for submission of any camera ready or digital ads, stories, reports and information that you'd like to see in the next issue is the **23rd** of the month prior to publication. Items may be sent to the editor at: dtreid@gmail.com

For Sale ads are free to members. Non-members pay \$25. Ads run 3 months, unless otherwise indicated by the seller. Any commercial ad or to open a commercial account please contact Allen Merriam, alyn123@sbcglobal.net

Membership dues are \$40 to join and \$30 to renew yearly. Make sure we have your e-mail for newsletter deliveries. If you need to have one snail mailed to you please let the editor know, dtreid@gmail.com Extra \$5.00 for mailed newsletters, payable with your dues.

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THE CLEAR HOOTER! Is the newsletter of the Central Coast British Car Club, formerly The Central Coast Triumphs, founded in 1984 by Mrs. Lee Bloomquist and is a chapter of the VTR, Vintage Triumph Register

CENTRAL COAST BRITISH CAR CLUB
2674 E. Main St. #E 614,
Ventura, CA 93003

Exercising During the COVID-19 Pandemic

Written by Joel Justin

Photos by Pam Justin, Sandra Gustafson and Ron Butler



I don't need to tell you that being restricted in what we can do and who we can see during this pandemic is a pain is the you know what. They say you should continue to get out and exercise while maintaining a safe distance from others. Pam and I have been taking almost daily walks to help with this. But our Triumphs need exercise too! We all know that letting our cars sit too long leads to stale fuel, clogged up carburetors, leaking brake lines, etcetera. So we decided to do something about that.

During the first weekend of shelter in place (March 21-22), we decided to take the TR2 out for a drive. We headed up Santa Rosa Road to Upland to Las Posas into Somis. Then left on 118 to Bradley which turns into Balcom Canyon, and back to the 118. Left to Tierra Rejada, then Moorpark Road and back home. It was a great 30 mile drive which took about 45 minutes.

On Sunday, we took the TR4 out for a run thru Simi Valley on the 118. We exited at Kuehner, then right on Katherine and onto Black Canyon Road. We followed that up to the entrance to Rocketdyne, then turned on Woolsey Canyon Road. We followed that down to Valley Circle Drive in the San Fernando Valley, then left on Box Canyon and back up thru the hills to Simi Valley. We took LA Avenue home stopping at Green Acres for some fresh meat and veggies. I had never been up Black, Woolsey and Box canyons before, but fantastic twisty roads with some great scenery. It was a 45 mile drive that took about an hour and a half with our stop.

Last weekend (March 28-29) it was time to exercise the TR3A. We headed over to Westlake Village the back way and as we were going down Westlake Boulevard, we thought we'd drop in on Ron Butler to say hi. And guess what? He was home! We told him what we were doing and he asked, "Can I come?" Duh. He jumped in his Daimler Dart SP250 and followed us to Potrero Road and thru Hidden Valley. We dropped down into the Oxnard plain by CSUCI where Ron turned around and headed back the way we came. Pam and I continued to In & Out Burger for lunch in Camarillo. The line was long, but moved relatively quickly. After getting our Double-Double's animal style with milkshakes, we headed home to eat. Another great 45 mile drive that took about 2 hours with our stops.

On Sunday, we took the 2000 out, but this wasn't much of a trip. We headed into Moorpark to Tractor Supply to get some new wheels for my lawn cart, then to Taco Bell for lunch. It was a whopping 12 miles, so not much exercise for the 2000, but it went on the Wine Tour in February, so it was in pretty good shape.

Then last Thursday (April 2), Ron texted asking if we wanted to do a run thru the Santa Monica Mountains to Hwy 1 on Saturday. Of course! But which car to take? The TR2 was out as I was in the middle of a carpet replacement. This wasn't the kind of drive for the 2000, and without overdrive in the TR3A (turns out that wouldn't have been a problem), it was the TR4's turn again. When we arrived at Ron's we were pleasantly surprised to see Mike and Sandra Gustafson's red TR6 parked out front. After a little socializing (6 feet apart), we headed out.

Ron took the lead followed by Mike and Sandra, with Pam and I in the back. We headed up Westlake Boulevard which turns into Mulholland, then right on Little Sycamore Canyon Road which turns into Yerba Buena. We followed that by Sandstone Peak (tallest mountain in the Santa Monica's at 3,111 feet) and Circle X Ranch. Instead of taking Yerba Buena all the way to the coast, we turned right on Cotharin Road which became Pacific View Drive. Cotharin was so narrow, there was no center stripes and two cars passing would have to slow way down. Fortunately, there was only one car coming the other way and no one going our way. We dropped down to PCH and headed north. Mike and Sandra continued up PCH to a beach north of Ventura before heading up to Ojai on Hwy 33. Ron and us got off at Las Posas at Point Mugu. Ron turned on Potrero and took that back to his house. Pam and I continued to Pleasant Valley Road and then home.

Pam and I did about 60 miles, while Mike and Sandra did over 130. With all the recent rain, the hills were green and there were many flowers in bloom. If we're still in this shelter in place deal, maybe I'll plan an informal, no socializing, no stopping drive over the same route. Stay tuned!! Pictures on pg. 16

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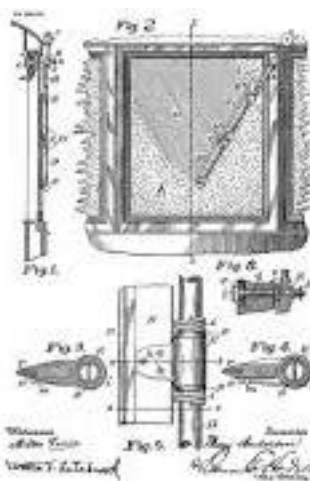
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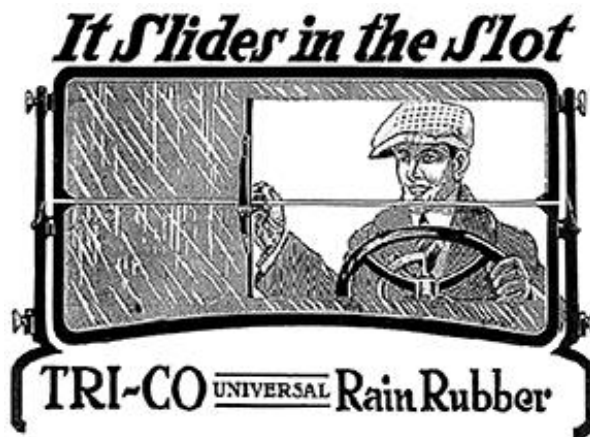
History of The Windshield Wiper



The very first designs for the windshield wiper were credited to a Polish concert pianist named Jozef Hofmann, as well as Mills Munitions of Birmingham, England. In fact, at least three inventors claimed patents for windshield wiper-type systems right about the same time. In the end, American inventor **Mary Anderson** received credit for the first American operational windshield wiper, back in 1903. Anderson's "window cleaning device" used a rubber squeegee blade on an arm, operated via a hand-cranked lever from inside the vehicle. Aside from the manual hand-cranked drive, the windshield wiper of 1903 was remarkably similar to what we're using to today. Drivers were skeptical when Mary first invented the manual windshield wiper, they thought it was safer to drive with rain and snow obscuring the road than to pull a lever to clear it. (Another woman inventor, Charlotte Bridgwood, invented an automatic version with an electric roller in 1917.) Cadillac was the first to include them in every car model, and other companies soon followed.



Following a collision one rainy night in 1917 between a National Roadster and bicyclist in Buffalo, New York, J.R. Oishei, the car's shaken driver, sought a way to keep windshields clear. He found a retired electrical engineer, John W. Jepson, who had invented a hand-operated squeegee known as "Rain Rubber". Put away in the car's toolbox during fair weather, a driver took it out for foul weather, sticking its handle through the opening between the upper and lower sections of the two-part windshield. As the driver pushed the handle back and forth, the blade cleared the windshield. Oishei patented the device and in 1920 Tri-Continental Corporation (later known as Trico) was incorporated to manufacture the Rain Rubber, which was the first mass-produced, commercially available wiper blade and became one of the largest manufacturers of windshield wipers in the world.



Thanks Pam for the submission

Exercising During the COVID-19 Pandemic #2

Written by Joel Justin

I was watching NASCAR iRacing last weekend and got a craving for some Onion & Garlic Roast pistachios from the Santa Barbara Pistachio Company (SBPC). I could have ordered them online, but where's the fun in that? So this morning (Saturday, 4/25), Ron Butler, Joh Korbin, Mike and Sandra Gustafson, and Pam and I took out Daimler Dart SP250, Triumph TR3, Triumph TR6 and Triumph TR4 on a road trip.

I emailed to make sure they were open. They really weren't for pistachio sales, but were for gas, but she told us that we could buy pistachios if we came.

We met at the Golden China a little before 9am and left at 9. We headed up Hwy 33 to Ojai, then continued on Hwy 33 up over the mountains thru the Los Padres National Forest and into Santa Barbara County. We passed The Place and was a little surprised to not only see it open, but 4-5 cars in the parking lot. For those who didn't go on the outing to SBPC last year, The Place is a great little burger joint about a mile from the SBPC.

We got to the SBPC at about 10:45 and parked in the shade of their awning. We went in one at a time to get our nuts and I think between the 4 cars, we got seven 4 lb. bags! We hung out in the shade chatting for a bit – social distancing of course. About 45 minutes after we arrived, we headed back.

Mike and Sandra wanted to see the poppies along Hwy 5. So they turned off at Lockwood Valley Rd. Ron, Jon and us continued back the way we came. In Ojai, we turned left and cut thru town, taking Hwy 150 to Santa Paula. When we got to Sisar Cyn in Upper Ojai Valley, we saw the Summit Drive-In was open, so we stopped in for burgers and shakes. Back in my Scouting days, we did a lot of backpack trips in the Topatopa's. On the way home, we'd take the boys to the Summit, but I hadn't been there in years. If you're ever in that area, stop in for a great burger and even better shakes!

In Santa Paula, Jon headed back to Ventura on Foothill, while Ron and us took South Mountain to Balcom Cyn into Somis and home.

The drive was great – not too hot and not much traffic. We did about 180 miles in total, the Ventukians a little less and Ron a little more.

I hope you all are getting out in your cars and enjoying the nice spring weather and green hills. If so, do a short write up on your trip and send it in to Terry Schuller with a photo or two for the newsletter.



With almost everyone having extra time during this virus crisis, now is the time to get some stuff done that has been put off for so long. How about an article for the newsletter??? I know you have something to say about your car, a trip with your car, an outing, a technical article. I am sure you must have a picture of your drive that you would like to see on the cover of the newsletter.

I am attempting to put out a newsletter every month, there may be times I miss a month due to being away.

The newsletter is a vital piece of communication to keep members informed of what is happening within our club and lists events that are happening that may be of interest to club members.

I would like to feature one member's British car on the cover of each newsletter. If you would like your ride displayed on the cover, please send me a high resolution picture of it in a nice place (not just the parking lot at work!!) to dtreid@gmail.com

I have NO more pictures and story for the front page of the newsletter. Let's see some of your favorite pics of your British car. Also I am out of baby pictures for the guess who this is feature.

ARTICLES NEEDED:

The newsletter is in need of articles on anything to do with the club or British cars. Please use Microsoft

A NEW NEWSLETTER FEATURE



Young child of the Month for April. Is Scott Shelby



? Child for Month of May

UPDATE ON CCBCC CAR EVENTS



Due to the ongoing COVID-19 issues and concerns, Here's an update on the clubs and other activities over the next five months:

May 5: Club and board meeting are still **cancelled**. If this changes, we'll let you know.

May 9: Ford v. Ferrari Movie Night is **Cancelled for time being**. See pg. 25

May 17: State Street Nationals is **cancelled**. New date May 23, 2021

July 19 Our CCBCC Car show is **cancelled** for this year. New date July 18, 2021

August 22 Wheels and Windmills **cancelled** for 2020. New date Aug. 28, 2021

September 19 War Birds, Wings and Wheels has been **postponed** until **Sept. 19** see pg. 19

September 20, Montecito Motor Classic, still being held; but could change. www.montecitomotorclassic.com

September 20, Westlake Exotic and classic car show, postponed from April 26, see pg. 23-24

The Santa Paula Cruise nights are **cancelled** for the entire season

THE TUNE-UP

Los Angeles, California • 1948

California is famous for being in the vanguard of fads and "firsts," and so it was with self-service gas stations. The first pump-your-own "gas-a-teria" opened in the Los Angeles area not long after World War II, and by 1948 there were 75 self-help stations, each offering customers a nickel savings on a gallon of gas. To help keep the gas and cars flowing, female attendants, who had joined the American workforce in large numbers during the war, did everything from making change to checking under the hood.



I ran across some very old ads, not always related to cars; but interesting



The first drive in theatre in California opened In Los Angeles in 1935

Triumph TR6 Brake Booster Conversion

submitted by Joel Justin



Back-story

I first met Bill Sinclair at Triumphfest 2014 in Santa Maria, CA at a tech talk where he presented two topics – Lucas wiring and brake conversions. Having recently bought a 1974 TR6 with a leaky brake booster, I was especially interested in his booster conversion to an 8" dual diaphragm generic booster. It sounded reasonably straight-forward with only minor modifications, none of which couldn't be reversed later if one wanted to put an original booster back on. The next day during the Funcours, he showed me two TR6s he had performed the conversion on. I took lots of photos and upon saying good-bye, he told to call or email him once I was ready to start so he could go over things with me. Several weeks later, I took him up on that, and after a great conversation, I felt I was ready to start.

Conversion Options

Booster Selection

For the TR6, you have the choice of a 7" or 8", single or dual diaphragm. A 7" booster will require more pedal pressure than an 8". Likewise for a single vs. a dual diaphragm booster. You also have the choice of a zinc-plated, chrome or black booster. This is all personal preference.

Master Cylinder Selection

There are two choices here. You can go with an OEM Lucas master cylinder or a Ford Mustang master cylinder. I elected to go with the OEM master cylinder so I didn't have to worry about changing brake line fittings. That option does require some filing however. More on that later. I don't believe the Mustang master cylinder requires modification, but you will need to change your brake lines between the master cylinder and the PDWA. Since I didn't go this route, I can't provide additional details.

PDWA

If you don't know what the PDWA is, it stands for Pressure Differential Warning Actuator. It's basically a device that safely blocks half of your brake circuit (front or rear) if something in that half fails. If that happens, it will also illuminate the BRAKE light on your dash. You have three options here: leave the PDWA as is, modify it so it's basically nothing more than a brake line coupler (still keeping the front and rear circuits separate), or replace it with proportioning valve (like one from Wilwood).

PDWAs tend to leak over time, so there's a lot of discussion on the Triumph forum pages about eliminating it. You can read those pros and cons and decide for yourself how you want to proceed. Since my PDWA was in decent shape, and I didn't want to make any changes that couldn't be reversed, I decided to clean and rebuild it with new O-rings. More on this later.

Procuring the Parts

Now that you understand the options, let's go thru what you need to buy. I will focus on what I purchased.

Brake Booster

When selecting your booster, look for one with the longest mounting studs possible. The TR6 booster mounts to the firewall with a spacer plate between the booster and the firewall. The spacer plate is approximately $\frac{3}{4}$ " thick. It's there to move the booster away from the brake pedal to provide proper pedal position. Because of this spacer, the mounting studs on the OEM booster are about 1" long. This allows them to go thru the spacer plate and the firewall, and still have enough threads to get the nuts and washers on.

Since aftermarket boosters have shorter mounting studs, you will need a thinner spacer. You'll want to go with the thickest spacer possible or your brake pedal will not be positioned properly.

Aftermarket boosters are easy to find. You are looking for a universal booster with a 4 bolt GM (Chevy) pattern. It may also be called a hot rod or muscle car booster. You can easily find them on eBay or your favorite auto parts store (Summit, Jegs, NAPA, etc.). I chose an 8" dual diaphragm based on advice from Bill. Expect to spend between \$65 and \$150 for your booster.

Master Cylinder

There are two options for OEM master cylinders. TRW brand (they bought Girling) or aftermarket. I'd strongly recommend going with the TRW brand. This price difference isn't much and the quality difference is noticeable. Of course, you can buy a rebuild kit and rebuild yours too. Mine was pretty shoddy looking, so I elected to buy a new one.

I can't give any advice on a mustang master cylinder since I didn't go that route or do any research in that area.

The Conversion

Removal

I elected to remove the booster, master cylinder and PDWA as one complete assemble. Start by removing as much brake fluid from the master cylinder as possible. I used an old turkey baster to suck out the old fluid. Remove the brake lines exiting the PDWA going to the front and rear brake circuits. Be sure to put some old towels or other item to catch any brake fluid that WILL drip out to prevent it from getting on your paint. Remove the bolt securing the PDWA to the body. Unplug the wires going into the PDWA switch.

Under the dash, remove the cotter pin and clevis pin from the pushrod that connects the booster to the brake pedal. Peel the carpet back from the firewall and remove the 4 nuts and washers. You might want to have someone hold the master cylinder from dropping down. You should now be able to remove the complete booster, master cylinder and PDWA assembly. Watch that the spacer doesn't fall off and land on your fender!

Fitting the Master Cylinder to the Booster

You'll notice if you try to install the master cylinder to the booster, the booster stud spacing is a little wider than the master cylinder hole spacing. To remedy this, put the master cylinder in a bench vise and using a rattail file, turn the round holes in the master cylinder into ovals. Take an even amount off the outside of each hole, a little at a time. Test fit the master cylinder onto the booster and once it slides over the studs with little or no contact, you are good to go. You can bolt the master cylinder to the booster now, but it's probably easier to leave it off until the booster is fitted to the firewall.



The other thing you'll need to do is pre-adjust the booster pushrod. Using a straight-edge, lay it across the flat side of the booster where the master cylinder mounts. Look to see where the pushrod is in relation to the straight-edge. Mine was just touching it. I expect all TR6's to be the same, but check anyway. Now adjust your new booster's pushrod so it is in the same position. Tighten the jam nut.

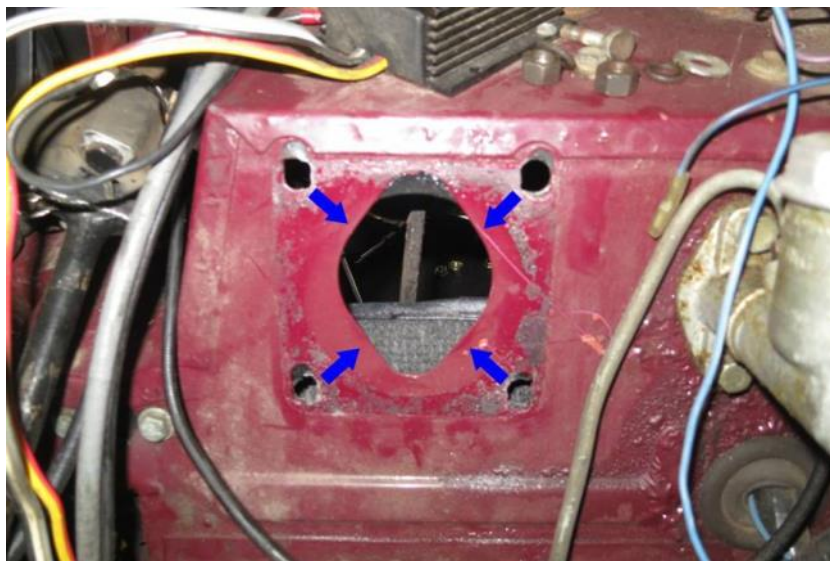
Put the master cylinder on the studs and seat it. It should seat flush without causing the master cylinder piston to depress at all. If you feel any resistance, your pushrod is too long which will cause your brakes to drag. It won't be as easy to tell if the pushrod is too short until you get the assembly installed and can test the brake pedal play.



Fitting the Booster to the Firewall

I hope you didn't put your rattail file away. If you did, get it out again. Just like the hole/stud alignment between the master cylinder and booster was a little off, so if the alignment between the booster and the firewall. In this case, the booster stud spacing is a little smaller than the firewall hole spacing.

Using the rattail file, turn the round four holes into ovals, enlarging them on a diagonal towards the center. As before, file the holes evenly, a little at a time, until the booster studs will all fit and the booster sits flush against the firewall.



Now you will need to determine how thick your spacer can be. Remember, you want as thick a spacer as possible, while still being able to get the nuts with washers securely on the studs. One way is by trial and error. Another way is to put the nuts with washers on with enough threads to securely hold the booster, and measure the gap between the booster and firewall when the booster is pulled out all the way.

Once you determine how thick to make your spacer, you need to figure out how to make it. If you have access to a milling machine, you could mill down your OEM spacer. You might also need to grind the round holes into ovals to fit the booster stud spacing. Mine fit without doing that.

If you don't have access to a mill, you could have one custom made from aluminum. Bill was having a batch made up for his conversions and offered me one. Unfortunately, it was a little too thick ($\frac{1}{2}$ " for my particular booster. It did work well for all his boosters though.

So in the end, I made mine from $\frac{1}{4}$ " 5-ply Baltic birch plywood. Actual thickness was 0.310" when painted (I used a black satin paint to protect the wood and hide the wood – I didn't want people accusing my TR6 of being of Morgan decent!). For me, this worked perfectly for mounting the booster.



Connecting the Booster to the Brake Pedal

The only problem was that my booster was about $\frac{1}{4}$ " closer to the brake pedal which didn't provide me with enough space to keep my brake pedal flush with the clutch and accelerator pedals. I knew I'd have to cut the booster input pushrod as the universal boosters come with a long pushrod for maximum adjustment, but now I'd need to cut it as short as possible.

The universal boosters have a $\frac{3}{8}$ "x24 threaded pushrod with a regular nut on them to be used to tighten against whatever clevis you use. I discarded the nut that came with the booster and replaced it with a jam nut. This bought me $\frac{1}{8}$ ".

Next I needed to find a clevis that was as small as possible, but still fit over the brake pedal. I conferred with Bill and he suggested a Moss Motors 180-315 which is a clevis (fork) for an MGA master brake cylinder. It has $\frac{5}{16}$ "x28 threads, so it needs to be drilled and tapped to $\frac{3}{8}$ "x24. I also found I needed to cut off about 0.2" from the back of the clevis to make the whole assembly as short as possible. I also found that the clevis slot was a tad too narrow to fit over my brake pedal, so I used a flat file to widen it a bit. Check yours before you put it on the booster pushrod and file to fit.

With the jam nut and clevis screwed all the way down on the pushrod, mark the pushrod for cutting. Take the clevis and jam nut back off and cut the pushrod just shy of the mark; on the shorter side. Clean up the threads and reinstall the jam nut and clevis. Place your spacer on the booster studs. Measure the distance from the flat face of the spacer (the side that will be against the firewall) to the center of the clevis pin hole on the clevis. It should be between $3\frac{1}{8}$ - $3\frac{1}{4}$ ". Adjust the clevis until this length is achieved. This will get you close for your test fit.



Install the booster with spacer thru the firewall. Be sure the clevis fork straddle the brake pedal. Secure the booster with two washers and nuts. Install the clevis pin thru the clevis and brake pedal hole. How does the brake pedal line up with the clutch and accelerator pedals? If it's out too far, remove the clevis pin and booster, and screw the clevis down farther. If the pedal is down too far, lengthen (unscrew) the clevis. Once you have the brake pedal in the proper position, remove the booster and tighten the jam nut without turning the clevis on the pushrod.

Cleaning and Installation

PDWA Disassembly, Cleaning and Rebuilding

Assuming you're replacing your master cylinder instead of rebuilding it, all you really need to disassemble is the PDWA and short brake lines from the master cylinder.

Clean the brake lines, inside and out, with Brakleen. If you want your lines to look like new (or almost), you can use some steel wool to polish the outsides. Be sure you remove all dirt and steel wool dust when you're done.

The PDWA is easy to disassemble. Unscrew the plastic switch. Look to see if there is any brake fluid on the switch plunger or in the well where the plunger goes. If there is, you'll definitely need to rebuild the PDWA. Even if there isn't, rebuilding is still a good idea.

Remove the large bolt on the end and remove the shuttle from the PDWA. Removing the shuttle may be easy or not so. Mine came out easily. I lightly pounded the PDWA on end where the bolt goes in on a wooden block and the shuttle slid down. I was able to work it out with a pick from there. You may need to use compressed air in one of the rear holes while blocking the other three holes. Start off with low PSI and slowly increase it until the shuttle comes out. Be sure you have the open end of the PDWA pointing into a soft object (like an old bath towel) to “catch” it when it flies out.

Remove the two O-rings from the shuttle. Inspect the condition of the shuttle and the bore of the PDWA housing. Mine was in good shape – no corrosion on either. The shuttle without the O-rings should slide smoothly in and out of the bore. If yours doesn't, you might need to do some light sanding/polishing. Or you will need to look at the alternative of disabling the PDWA and turn it into nothing more than a brake line junction. More on this later.

Since the PDWA body is brass (bronze?), I soaked it overnight in carburetor cleaner along with the shuttle and end bolt. They came out nice and clean. I used some Brakleen to do a final cleaning before reassembly. I also used a wire wheel on my grinder to polish up the hex end of the bolt.

Install new O-rings on the shuttle. Be sure the material is EDPM so it will stand up to brake fluid. The proper size is 008. You can find these in packs of 100 from McMaster-Carr (<http://www.mcmaster.com/#9557k459/=wkbnm9>). Lubricate the O-rings with some clean brake fluid before installing them on the shuttle. Using a Q-tip, lubricate the shuttle bore of the PDWA with clean brake fluid. Now install the shuttle into the bore. You will need to use a blunt instrument to push the shuttle all the way in. Don't push it in too far. Watch the hole where the switch plunger goes for the center “valley” of the shuttle to be centered under the hole.

Install the switch and the end bolt. If the copper washer is bad, replace it. Thread the brake lines to the PDWA input, but don't tighten yet. Cover the open end of the brake lines and PDWA output holes to prevent dirt from getting into your clean system.



If you decide to bypass the PDWA function (convert it into a brake line junction), you will need to drill and tap the switch hole to $\frac{3}{8}$ "x16 (UNC). You will then need to cut the threaded end of a $\frac{3}{8}$ "x16 bolt off and grind a screwdriver slot into one end. Test fit it into your tapped hole to be sure it doesn't stick up too far. Ideally, you can still install your switch, which won't do anything anymore, but will at least look OEM.

Once you are happy with the fit, put some J-B Weld on the threads and screw the bolt end into the tapped hole and let the J-B Weld set overnight. Of course you won't be able to put the shuttle in any longer, but with the J-B Welded threaded bolt end in place, you will still have two separate brake circuits. This is as much as I can tell you about this option as I didn't do it and therefore have no first-hand experience.

Bench Bleeding the Master Cylinder

I had read a lot about how you should bench bleed your master cylinder before installing it in the car because it's easier to get all the air out on the bench than thru all the brake lines. So I tried it. I wish I hadn't.

Bleeding it on the bench wasn't that hard, but getting the assembled master cylinder with PDWA installed, then hooked up to the brake lines was a mess. Brake fluid leaked out everywhere, and by the time I got the lines tight, I had reintroduced air back into the master cylinder. Your choice, but I'd skip bench bleeding and just do it in the car.

After conferring with Bill (after I was all done), he gave me two tips to make this easier. First, once you have the master cylinder bench bled, take a piece of plastic (food) wrap and place it over the top of the master cylinder. Now screw on the cap over the plastic wrap. This will provide an air tight seal which will create a vacuum and prevent brake fluid from draining out. Leave the plastic wrap in place until you have everything installed and all the brake lines connected.

The second tip is to file the ends of the flare nuts on the brake lines a bit. When they are tightened, they compress and flatten. This makes it hard to get them threaded (quickly). By filing them a little bit, they will thread easily and re-flatted when tightened again.

Assembling Everything

Put a little white lithium grease inside the fork of the clevis and on the brake pedal where the clevis pin hole is. With the spacer over the booster studs, mount the booster to the firewall, ensuring the clevis forks straddle the brake pedal. With someone holding the booster in place, secure it with four washers and bolts. I used nyloc locking nuts for added peace of mind.

Push the clevis pin thru the fork and brake pedal hole. Install the washer and secure it all in place with a NEW cotter pin.

Put a dab of white lithium grease on the booster pin that will engage with the cup on the master cylinder. Install the master cylinder to the booster and secure it with two lock washers and nuts.

I assembled the short brake lines and the PDWA to the master cylinder on the bench. I did this as I thought bench bleeding was the way to go and that it would be easier to bench bleed the master cylinder with the PDWA attached, then install it as an assembly. In the end, it's your choice if you bench bleed, and whether you do just the master cylinder or with the PDWA.

Now connect the front and rear brake lines to the output of the PDWA. You also need to connect the wires to the switch on the PDWA and the vacuum hose from the intake manifold to the booster. You are now ready to bleed the brakes.

Bleeding the System

Since I had introduced air into my master cylinder during installation in the car, I had to bleed the system from scratch. Since the left front wheel was closest to the master cylinder, I started there to get the air out of the master cylinder and PDWA. The front brakes also have the largest reservoir in the master cylinder, so I had to fill it less frequently.

If you have never used Speed Bleeders (<http://www.speedbleeder.com/>), I'd suggest giving them a try. All TR6s use SB3824HD in the rear. Early TR6s (1969-1971) use SB3824L in the front and later TR6s (1972-1976) use SB1010S in the front. Speed bleeders are basically a spring loaded bleeder valve. When the valve is opened a half turn, the spring forces a ball bearing against the valve opening preventing fluid from leaking out and air from getting in. When you apply brake pedal pressure, the ball bearing compresses the spring opening the valve and allowing fluid (and any air in the fluid) to escape. When pedal pressure ceases, the spring forces the ball bearing to close the valve. When all the air is out of the line, you tighten the bleeder valve which disables the spring from allowing fluid out.

Regardless of whether you use speed bleeders or not, once you believe you have all the air out of the master cylinder, you can start the bleeding process by going to the farthest wheel from the master cylinder (on the TR6, that's the right-rear) and working towards the closest (left-front). I did this several times until I felt I had the air out.

Before you go on your test drive, you need to make a final check of the pedal play. Lightly press on the brake pedal. There should be little to no play before it starts to push on the booster and master cylinder. If you find excessive play, you will need to remove your master cylinder and lengthen the booster pushrod. This is easy to do without disconnecting any brake lines. Remove the bolt securing the PDWA and the two nuts securing the master cylinder to the booster. Slide the master cylinder off the booster and lengthen the pushrod. Don't forget to tighten the jam nut. Upon reassembly, be sure you are able to install the master cylinder flush to the booster without feeling any pressure from the master cylinder. Bolt the master cylinder to the booster and test the pedal play. Once it's OK, secure the PDWA with the bolt.

During my test drive, I still felt a little sponginess in the pedal, so I lifted the car and went around one more time. After that, everything was great!

Conclusion

Bill was a huge help with this project. It's a pretty straightforward conversion that you can do yourself for under \$200, assuming you replace your master cylinder and not rebuild it. But as with any automotive project, especially one concerning the brakes, be sure to get expert help if you are unsure of any step.



Pics from
pg. 3 article



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WARBIRDS, WINGS AND WHEELS 12

CAR SHOW & SWAP MEET

NEW DATE!
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SEPTEMBER 18, 2020



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Paso Robles, Ca



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BRITISH CAR SHOW



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(310) 909-0950 www.theADM.org/British2020

ARTIFACT
artfact.com

CLASSIFIEDS



1953 MG TD Convertible
Restored 2019, \$25,000, San Diego CA

61,000 Original miles

British Racing Green with green leather upholstery and tan canvas top.

Second Owner, Purchased in 1964 in San Diego

Solid car, runs great, everything works, excellent condition, No rust or wood rot. Garaged for last 57 years.

For questions, call Fred Fox (760) 271-7765



1964 Triumph TR4 Convertible



Location: Essex Junction, Vermont, 05452

Stock #: 5333

VIN #: 31042CT

Mileage: 958

Transmission: Manual

Condition: Excellent

Exterior: Wedgewood Blue

Interior: Black Leather

Seller's Description:

This 1964 Triumph TR4 was restored in 2017 by the former long term owner. Work consisted of a professional repaint in Wedgewood Blue, refurbishing the frame and suspension components and refinishing the interior in black with white piping. The 2138cc inline four engine sends power through a TR6 sourced 4 speed and a 3.4 ratio rear axle. The engine has an electronic ignition system and runs beautifully. It has covered 958 miles since completion and received a Best in Class award at the 2017 Central Coast British Car Club show.

Price: \$23,500

Joel found this ad in the Hemmings and he looked up TR4 entries in the 2017 car show database and there was a 1964 TR4 entered that won best in class. What they didn't say in the classified was it was the only car in it's class in 2017!

Date Change

CLASSIC & EXOTIC CAR SHOW



**SUNDAY, APRIL 26, 2020
11AM - 5PM**



**26th Annual Rotary Club of Westlake
Community Street Festival**



**People's Choice Awards
Exotic, Classic and Best in Show**

RAIN OR SHINE!!!

Cars may arrive at 8:30am but no later than 10:00am

Car Show is part of the annual Rotary Club of Westlake Village Street Festival. Proceeds derived from the Car Show entry fees and Sponsors will go toward supporting the following

Rotary programs: Borderline Bar & Grill ~ K-9's for Warriors ~ Meals on Wheels ~ Feeding the Homeless here in the Conejo Valley ~ Cancer Foundations

Exhibitors may pay by Credit Card, Pay Pal, or by check. If by check, mail BOTH the Registration form and check to: Harvey Magidow
3062 Winding Lane, Westlake Village Ca, 91361. For any questions please contact Harvey at 805-750-0345. E-mail address is hmagidow@aol.com

www.rotarywlv.org

**Car Show is expected to sell out in advance. Register Early!
Contact Harvey Magidow (805) 750-0345 or email hmagidow@aol.com**

Date change: September 20th will be our 26th Street Festival. Please note the new time for the 2020 event, **11:00 a.m. to 5:00 p.m.** If you have already registered for the Car Show we thank you and look forward to seeing you in September. The Car Show became a significant addition to the Street Festival 6 years ago and the attendance increase each year has been very significant as the Car Show has become quite popular with the attending public. Those of you who have previously attended the Westlake Village Rotary Street Festivals and entered a car or two in the Classic/Exotic Car Show know this is a family fun event with something for everyone. We hope you will again enter a car or two and come out and enjoy all the festivities that are planned for our 26th edition. For those of you who have not attended the Street Festival or the Car Show previously we hope you will join us this year and enter your classic or exotic pride and joy.

If any of you also have a classic motorcycle, please fill out the same registration form as we will be making this addition to enhance the event this year.

Continue on next page



26th Annual Rotary Club of Westlake Village Community Street Festival

REGISTRATION FORM FOR
Classic/Exotic Car Show
SUNDAY, APRIL 26th, 2020

New hours - 11:00 a.m. to 5:00 p.m

Date Submitted: _____

Owner's Name: _____

Street Address: _____

City, State, Zip: _____

Phone Number: _____

Email: _____

Year/Make/Model: _____

Club Affiliation (if applicable): _____

PLEASE EMAIL THE COMPLETED APPLICATION TO hmagidow@aol.com OR FAX TO (805) 374-8378. Harvey Magidow can be reached by cell at (805) 750-0345.

Exhibitors may pay by Credit Card or Pay Pal on line at rotarywlv.org. If by check, mail BOTH the Registration form and check to: Harvey Magidow 3062 Winding Lane, Westlake Village CA, 91361. For any questions please contact Harvey at 805-750-0345. E-mail address is hmagidow@aol.com

Additional Information:

- \$30 fee for registration before 3/31/2020. \$35 from 4/1/20 to 4/24/20.
- **Proceeds derived from car exhibitors will go toward supporting the following Rotary programs: K9's for Warriors, Meals on Wheels, feeding the homeless here in the Conejo Valley, and Borderline Victims and local Cancer Support groups**
- This event is for display/ exhibit only. Space is limited. First come, first served.
- Cars may begin to arrive at 8:30 a.m. but no later than 10:00 a.m.
- The Street Festival is located at the corner of Agoura Road and Lakeview Canyon Road in Westlake Village. Look for signs directing you to the car exhibit area. People's Choice Awards to be presented at 4:00pm.

DISCLAIMER AND WAIVER OF LIABILITY:

I agree to waive and release the Rotary Club of Westlake Village (Club), their officers, agents, and volunteers from and against any and all claims, liability, or judgements arising out of my participation in this activity, including but not limited to participation in the Classic Car Show and attendance at the Westlake Village Rotary Street Festival. By participating in this event, I agree to indemnify, defend, and hold harmless the Club from and against all such claims, whether caused by negligence or otherwise. I understand that there is an inherent risk of personal injury or property damage in this activity, and I expressly assume all risks arising from my participation in this activity. I understand that the effect of this registration form is to release the Club from all liability arising from my participation in this activity. Please make sure your vehicle is properly insured.

Signed and Acknowledged: _____

WELCOME NEW MEMBERS



Tom Chard
Camarillo
1978 MGB
Member # 124

Ron Marcus
Camarillo
2006 Lotus Elise
Member number 125

Dave and I and Glen, in two separate cars visited the poppies in the antelope valley. What a beautiful display. See pictures below. Neither of us took our LBC



Movie Night at The Justin's

It's time for another movie night at the Justin's. The feature - Ford v Ferrari.

When: Saturday, May 9th

Happy hour, dinner and socializing from 6pm to 8pm-ish.

Outdoor movie starts at about 8pm (or as soon as it's dark enough).

Bring:

- Your favorite beverage (adult or otherwise)
- Dinner (BBQ, oven, microwave are available, or cold food)
- Folding chairs
- Jackets, wool caps, blankets (in case it gets cool after sunset)

RSVP to Joel at j_bar_j@hotmail.com or sign-up at a meeting.

**Postponed, no
new date yet**

In these trying times we all need a little humor.

<https://www.youtube.com/watch?v=ojrtwXqqc6g&feature=youtu.be&list=RDrm4DJxrjNqk>



MY HOUSE GOT TP'D LAST
NIGHT, IT'S NOW APPRAISED
AT \$875,000

My wife yelled from upstairs and asked, "Do you ever get a shooting pain across your body, like someone's got a voodoo doll of you and they're stabbing it?"

Sounding concerned, I replied, "No..."

She responded, "How about now?"

This virus must be
wrecking India. I
haven't got one phone
call in 3 days about my
extended car warranty

Ran out of toilet paper
and now using lettuce
leaves.
Today was just the tip
of the iceberg,
tomorrow remains to
be seen.



Quarantine Day 6

My wife is out getting
the garden ready.
Not sure what she is
planting.
Potatoes, maybe?

Lessons from Coronavirus

Tomorrow is the National Home-school Tornado Drill. Lock your kids in the basement until you give the all clear. You're welcome!

I was so bored I called Jake from State Farm just to talk to someone. He asked me what I was wearing.

2019: Stay away from negative people. 2020: Stay away from positive people.

The world has turned upside down. Old folks are sneaking out of the house, and their kids are yelling at them to stay indoors!

You think it's bad now? In 20 years our country will be run by people home-schooled by day drinkers...

This virus has done what no woman had been able to do...cancel all sports, shut down all bars, and keep men at home!!!

Do not call the police on suspicious people in your neighborhood! Those are your neighbors without makeup and hair extensions!

Since we can't eat out, now's the perfect time to eat better, get fit, and stay healthy. We're quarantined! Who are we trying to impress? We have snacks, we have sweatpants – I say we use them!

Day 7 at home and the dog is looking at me like, "See? This is why I chew the furniture!"

Does anyone know if we can take showers yet or should we just keep washing our hands???

I never thought the comment "I wouldn't touch him/her with a 6 foot pole" would become a national policy, but here we are!

Me: Alexa what's the weather this weekend?

Alexa: It doesn't matter – you're not going anywhere.

Can everyone please just follow the government instructions so we can knock out this corona virus and be done?! I feel like a kindergartner who keeps losing more recess time because one or two kids can't follow directions.

I swear my fridge just said "what the hell do you want now?"

When this is over...what meeting do I attend first...Weight Watchers or AA?

Quarantine has turned us into dogs. We roam the house all day looking for food. We are told "no" if we get too close to strangers. And we get really excited about car rides.



Central Coast British Car Club Regalia

Baseball caps – 18.00
 Key Fob - \$10.00
 Grill badge is 30.00

License Plate Frame - \$15.00
 Lapel Pin – \$3.00
 Patch and sticker 2.00 ea.

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 Long Sleeve T-Shirt - \$12.00(S-XXL)
 Polo Shirts - \$13.00(S-L) \$15.00(XL & XXL)
 Polo Shirts with pockets - special order only)- \$15.00(S-L) 17.00(XL & XXL)
 Crewneck Sweat Shirt – (Limited availability) \$16.00(S-L) 21.00(XL & XXL)
 Hooded Pullover Sweat Shirt – (Limited availability) \$22.00(S-L) 27.00(XL & XXL)
 Full Zip Hooded Sweat Shirt- (Limited availability) \$27.00(S-L) 32.00(XL & XXL)

There is a limited amount of Regalia at each monthly meeting or contact Pam Justin at pjquilter1@hotmail.com or 805 491-3068 to order. Provide your name, size and item. Only club members can order Regalia.

In addition to our silk-screened regalia above, we are now offering for members, high quality club regalia. **Lisa Rizzo at Ventura Custom Embroidery** has our logo on file and can make almost any kind of regalia desired. Please visit our CCBCC Website to find all the information needed to order. Items ordered will be in Royal Blue (the official club color) or some can be in white. The list of regalia offered with current pricing can be found on the CCBCC website in the members only section. (There is a link just before the list on the site to download an order form to take with you if you visit the store)