

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 36 Number 7, July 2020

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Taxi Chronicles, Part 2 by John DeRoy

London Taxis are supposed to be **black**, right?

Having licked my wounds from the TX2 fiasco (described in the first installment of this miniseries that will never make it to TV), by late 2013 I am ready for the next adventure. After giving much thought to the styling differences between the more classic FX4 and the “new” TX2 models, I finally realize that my preference lies with the vintage look. Okay, one decision made.

At the same time, however, the thought of potential mechanical issues with older models is angst producing. All I want is a fun London taxi to drive from time to time that’s not going to be a pain to maintain. Is that so much to ask?



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 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

Taxi Chronicles, Part 2 by John DeRoy



And then, as luck would have it, two very different, viable, vintage vehicle candidates appear. Both are right-hand-drive, as should be the case. One is a referral from my friend Larry Baker (introduced in the first installment). It's owned by a guy in Tennessee (in the southeastern part of the US), who describes it as having power steering, power mirrors, tinted windows (one electric, three manual), and with a Nissan 2.7L diesel engine that easily does 90 mph. It's a 1980, he says. From my prior communications with Bill Munro, I know this cannot be true, as the Nissan TD27 engines weren't introduced until 1989. This vehicle is the byproduct of a now-defunct English taxi exporter's "aging process" to render newer models compliant with US import rules, with the net result of delivering illegal vehicles to the US. But the seller isn't accepting any of this and asserts that the vehicle is a 1980 "experimental" model from the manufacturer. Yeah, right....

The other candidate is a legitimate, 1969 (maybe later?) FX4 that has had some serious upgrades made to it. It's owned by a club member, Duane Mazzacavallo, who lives just outside St Louis, Missouri. Duane had bought it from a club member in California and finished the work already underway. All told, it took eight years to complete a mechanical transformation that included (1) replacing the engine with a "gently rolled" Chevy Blazer V6 Vortec engine and automatic transmission; (2) installing an Edelbrock manifold and Holley 4160 4-barrel carburetor; (3) inserting a new distributor, plug wires, fuel pump, and radiator; (4) ripping out the Lucas wiring and installing a universal wiring harness; (5) rebuilding the front end; (6) dropping in new rear end gears; (7) upgrading to power brakes; and (8) getting a brand-new set of Coker 600R16 tires. Oh, and because the firewall needed to be moved back to make room for the Chevy engine, this left space to install an Old Air heating and A/C system. Duane finished it off by installing a beautiful, walnut veneer dashboard and a new set of complementary instrumentation.

Duane's car is my dream car. It's got the vintage look but is easily maintainable. It's got guts under the hood. But – it's green. British Racing Car green (although technically, Jaguar Yellow Green). In my world view, London Taxis are supposed to be **black**. What's a purist to do?

Now I'm faced with quite a conflict. Go with the Tennessee car, with its more modern factory innards including power steering (which Duane's doesn't have) but is illegal and, theoretically, subject to seizure at any time? (By the way, I come from a family of upstanding lawyers, so the idea of owning something illegal raises all types of ethical and reputation considerations.) Or go with the Green Monster – Duane's Chevy Blazer in green FX4 clothing (and which is about \$5,000 less than the other one)? Or wait for another candidate to come along? (No way on this last option – I'm too impatient.)



Taxi Chronicles, Part 2 by John DeRoy



I hem and haw for a while before deciding with a clear conscience to go with green and legal. We conclude the deal just before the end of 2013. The FX4 is shipped to me in early 2014, after enough snow is cleared from Duane's area, which is in a snowy part of the US. I have a blast with the car. Sure, it needs a few little things here and there, but it's simply **the best**. (My twin daughters want nothing to do with it until it becomes part of their 12th birthday party scavenger hunt, at which point their most influential friends pronounce it "cool." That changes their perspective rather quickly. Oh, the joys of tweenager daughters.) I drive it several days a week, relegating my 2009 Nissan Altima hybrid to the curb. I participate in the California Central Coast British Car Club's annual car show in Ventura Harbor, where it ends up in the "mutt" division and wins an award. (I get a real kick out of letting kids and adult attendees sit in the car, while every other show vehicle there has a strict, "hands-off" policy. Sorry – London Taxis are meant to be touched.) I drive it to work, which has a parking garage with a card key reader on the *left* side; no matter, I buy a "grabber" and dangle the card key out the window with it and watch the usually laughing driver in the car behind me.



The car becomes part of my daughters' public-school fundraiser, where it is bid on as the transportation component of a wine-tasting package. On weekends I take it to local car shows, including the weekly "Super Car Sunday" (<http://www.supercarsunday.com/>) and biweekly "Malibu Cars 'n Coffee" (Malibu, as in movie stars and surfing mecca – <http://www.malibucarsandcoffee.com/>), both of which welcome all vehicles and car enthusiasts. At these venues my green FX4 is parked alongside midlife-crisis Ferraris, Lamborghinis, Slingshots, Porsches, classics, and so on. In Malibu I meet "Fireball" Tim Lawrence, who says he has a car show with a following on the East Coast. He approaches me and asks if I'd be interested in being written up in the *Malibu Surfside News* and in a new video feature he calls "5-Minute Ride." Sure, why not? All these other 40- and 50-something-year-olds may have their oh-so-cool, very expensive wheels, but I've got the considerably less expensive but rad Green Monster. The car is getting attention, and this extrovert is lovin' it.

MALIBU SURFSIDE NEWS
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Ride of the Week: John DeRoy's London cab is proper cool

"Cabs are Cool"

John DeRoy smiles with his London taxi. Fireball Tim Lawrence/22nd Century Media

Fireball Tim Lawrence
3:05 pm PST November 18, 2014

Continued on next pg.

Taxi Chronicles, Part 2 by John DeRoy



It becomes clear that a London Taxi needs to become my daily driver. But is this FX4 the right car for that? I've come to love the green (thanks, Duane), but there are three impractical characteristics that prevent this from being "the one" – no power steering, wing-mounted mirrors, and the noise level.

Adding power-assisted steering and reworking the already customized muffler set-up are going to be way too expensive, so with heavy heart I elect to sell this one-of-a-kind vehicle and upgrade to a Fairway, which has become a daily driver for many people on both sides of the pond. Upon speaking with US Customs and Border Protection agents, I learn that the illegality of owning a Fairway in fact is not an issue; two different agents share with me that USCBP doesn't have the resources to pursue illegal vehicles past the port of entry. Thus, once an "aged" Fairway makes it into the USA, it's as good as legal and will not be seized – a fact that surprises even Bill Munro.

This finding paves the way for me to pursue a Fairway which, with its Nissan TD27 engine, power steering, door-mounted mirrors, and easy-to-get parts, is a truly viable daily driver. Armed with this new purpose, I sell the Green Monster to John Keating in Cincinnati, Ohio, who subsequently becomes a club member and still owns the vehicle to this day. (John, you'd better continue to take good care of that car or I will hunt you down.)

Now taxi-less, I go in search for my Fairway, looking both at home and in the UK. Because the Tennessee car unfortunately has been sold, I drive several of our expert UK club members batty with questions about some of the available options.

And then, an opportunity arises – an early Fairway, owned by then-club members just outside of Chicago, Illinois. I look at several photos and have extensive conversations with the sellers, who are forthcoming with the good, the bad, and the ugly. The ugly – "some rust" – doesn't appear to be horrible. It can't be that bad; after all, it's been owned by LVTA members for years, so they must have kept it in fairly decent condition, right?

We negotiate a very reasonable price. I do some math on what the repairs should cost and decide to take a calculated risk and close the deal without ever going to check it out in person. (You may insert a well-deserved, "Fool!" here.)

Apparently, I have learned nothing from my prior experience buying a TX2 sight unseen. When the Fairway is transported to me and the closed carrier's tailgate opens, I break out in a cold sweat and am nearly reduced to tears. *What have I bought?*

(Look for Part 3 *A Non-Wise Man's Tale* in the August Clear Hooter)

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1966 Triumph TR4A

Mike & Gerald taking the just completed Cobra for a spin



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 three months:

June 26, and every last Friday of the month, Camarillo cruise night on Ventura Blvd. see pg. 13

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. 18

September 20, Montecito Motor Classic, **cancelled** until September 2021

September 20, Westlake Exotic and classic car show, 11-5, postponed from April 26, see pg. 22-23

September 20, British car Show, El Segundo, see pg. 19

September 27, Queens English postponed from April. See pg. 6

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



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. There must be some of you not working from home and have no where to go, take some time and find a great picture of yourself as a kid, maybe even with a car in the picture.

ARTICLES NEEDED:

The newsletter is in need of articles on anything to do with the club or British cars. Please use Microsoft Word and save as a document. If possible use font Arial, size 12 and do not do any formatting, just paragraphs of words.

WELCOME NEW MEMBERS



James Scanlon
1966 Triumph TR4
Camarillo, CA
128

I want to thank all the contributors to this newsletter, without them this would be a very short newsletter.

TR2 CARPET REPLACEMENT BY JOEL JUSTIN

You all know what project creep is, right? You start off doing one thing on your car, then you find something else that needs attention, so you say, "While I'm at it...". It can be a slippery slope, but I'm sure you've all been there. This time, it all started with a slipping clutch.

For those of not familiar with Triumph TR's, to pull the gearbox, you need to remove the seats and gearbox cover and pull the gearbox out from inside the car. Once the seats and floor mats are out, the entire carpet is exposed. That's when I noticed how badly faded the gray Wilton wool carpet was. I didn't take a photo of the carpet in the car, but I laid it out on the floor once it was pulled and you can see the gearbox piece where the shift lever come out and the prop (drive) shaft piece behind it are quite faded.

Well I got the clutch replaced and the gearbox reinstalled, but I decided "while I'm at it", I'll replace the carpet. And if I was going to replace the carpet, I should probably replace the underfelt too. But before I put new carpet, I should fix (rebuild) my master cylinder which had a small leak as I don't want silicone brake fluid on my nice new carpet. And so it goes...

This isn't so much a story about my particular carpet replacement, but is meant to describe the process in case anyone wants to tackle a carpet replacement themselves. It does take a little time, but with some basic tools, it's not hard to do. So what do you need? Other than wrenches, ratchets and sockets, and screwdrivers to remove your seats and whatever trim pieces need to be removed to get your carpet out, you need:

A good pair of scissors for trimming the underfelt and carpet. Something like this:

<https://www.amazon.com/CANARY-Wrestler-Carpet-Scissors-NAW-205B/dp/B0091GW6XI/> or
<https://www.amazon.com/Fiskars-Inch-Razor-edge-Shears-94467097J/dp/B000189RV4/> or
<https://www.amazon.com/Clauss-18524-Carbonitride-Titanium-ExtremEdge/dp/B00EZT54EY/>

A sharpie or two to mark where to trim and punch holes

Some hole punches, assuming you have screws and/or bolts that go thru your carpet (i.e. seat track and seat belts). Something like this:

<https://www.harborfreight.com/6-piece-hollow-punch-set-67030.html>

Interior trim tools, something like this:

<https://www.harborfreight.com/trim-and-molding-tool-set-5-pc-64126.html>

You'll also need some consumable items:

Trim adhesive. I'd highly recommend 3M General Purpose Trim Adhesive. You'll need at least 3-4 cans:

<https://www.walmart.com/ip/3M-General-Trim-Adhesive-39187-19-oz-Net-Wt-1-Can/492234819>

Some adhesive cleaner/remover, especially if you are going to install sound deadening material. One quart is plenty (you'll need plenty of old rags too):

<https://www.amazon.com/3M-General-Purpose-Adhesive-Cleaner/dp/B00ZIM9XPI>

Some disposable (nitrile) gloves to keep the adhesive off your fingers:

<https://www.harborfreight.com/safety/gloves/5-mil-nitrile-powder-free-gloves-10-pc-large-64419.html>

A pair of chemical resistant gloves for use with the adhesive cleaner (the nitrile gloves will work, but they wear out quickly):

<https://www.harborfreight.com/pvc-with-dipped-sand-gloves-large-99692.html>

TR 2 Carpet replacement cont. from prior page

Finally, some plastic or cardboard to spray the trim adhesive on the carpet and underfelt on

Now you need to decide if you're replacing carpet only, or underfelt too, and if you're going to add any sound and heat barriers. Let's start with thermal & sound deadeners. There are many brands out there. Dynamat is the most well-known. I've used FatMat on my TR6 (now Mark Oberman's!) and (so far) on the door of my TR4. It's less expensive and comes with a knife and roller for installation. The primary material used in these products is butyl. It's a pliable rubbery material that has an adhesive on one side. You can get it with and without and aluminized foil on one side.

To apply it, your floors need to be clean, with all old adhesive removed. That's where the adhesive remover comes in. After a thorough vacuum, use an old rag to dampen areas where there is adhesive. Let it soak for a bit, then scrub with the rag. It may take several passes to get it all off.

Now for the FatMat. It's best to work with smaller pieces. You can use your new carpet kit pieces as a template for cutting the FatMat, then for some of the larger pieces, maybe cut them in half. Test fit the pieces and trim as necessary to ensure they fit properly.

The adhesive is VERY sticky, so it's best to peel back one corner or edge of the FatMat, then carefully position the piece (an assistant can come in handy here). Once you have it over the area you want, lay the edge down. Then while holding the other end up, peel the backing off while you press the FatMat down. Once it's all in place, use the roller to ensure good adhesion and get any air bubbles out. You can poke a hole at the edge of a bubble to bleed air while you roll it flat.

Next is the underfelt. Some comes precut while others come bulk (rolled or folded). If you have the latter, use your carpet kit pieces as templates to cut the underfelt. And like the FatMat, test fit and trim so there is no overlap. One note with underfelt. With Triumphs at least, over time, they changed where they put it. You can decide if you want to put it only where it was removed, or on every floor and firewall surface. I don't see a downside (other than possibly originality) and the upside is a softer feel and additional sound deadening.

If you need to make holes for things like seatbelt bolts or trim screws, it's best to do that before you glue the underfelt down. Use your Sharpie to make where the holes are and use a hole punch a size or two larger to make the hole. This will make installing your bolts and screws much easier later. If you missed making a hole, use a nail to poke thru the underfelt from the back side, mark it with your Sharpie and use an Exacto knife to make the hole.

Make a plan for the sequence of both underfelt and carpet installation. Carpet is more important as some edges are rough (no binding) and are meant to go under a finished edge. And it's usually best to start at the firewall and work your way back. Lay the carpet all out on the floor to make sure you have the sequence right. The underfelt sequence isn't as important, but you might as well use the same sequence.

Use the 3M General Purpose Adhesive on both the floor area and the back of the underfelt. When spraying the underfelt, be sure to do it on a piece of cardboard or plastic. While the spray pattern is pretty easy to control, you don't want overspray getting on your floor or table. Use adhesive cleaner to cleanup overspray.

You need to let the adhesive flash off. Generally, that takes a couple of minutes. Once it's dry but tacky, you can install it. Just like the FatMat, you only get one shot at placing it. Fortunately, the underfelt has some give and take, so you can adjust a bit as you lay it down. Repeat this for each piece in sequence until all your underfelt is installed. As each piece is installed, test fit it first and trim as necessary. You don't want any overlap as it will be too thick and may show as contours after the carpet is laid.

Finally, the carpet. Use the exact same process as with the underfelt. Fit, trim, cut any holes, spray adhesive and place. The carpet does not flex much, so it's important to get the placement as close as possible. And remember your sequence. If your cardboard or plastic gets too sticky from overspray, use a new piece so you don't have your nice new carpet getting adhesive on it. If you do get some overspray on the carpet or other interior trim, use a little adhesive cleaner to remove it. I've found it doesn't harm carpet or vinyl trim, but I use it sparingly just to be safe.

Once your carpet is all in, give it a good vacuum as it's probably pretty dirty from all the fuzz and other bit of stuff it's picked up during installation. Screw in any trim pieces and bolt in your seats and seatbelts, and you're all done!

Quarantine Quiz—what cars do these hood ornaments belong on?

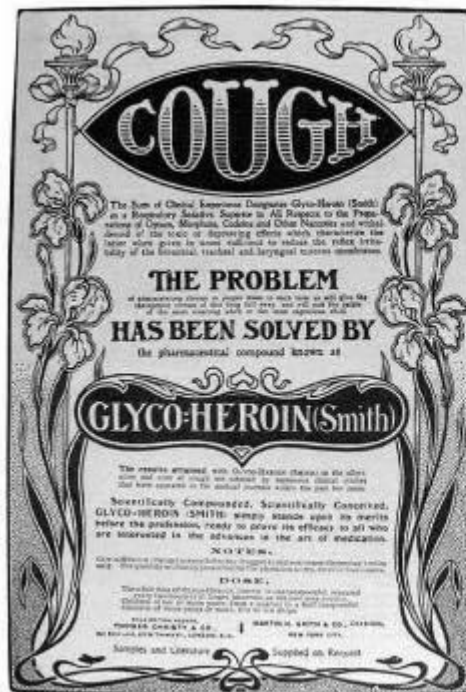


Thanks to: Bob Tindel and Ron Davies from Inland Empire .
This came from another newsletter I receive.

Answers on pg. 16

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

In 1898, Bayer begins mass
production of heroin as a remedy
for coughs and colds.



Cruise Night, Camarillo June 26th



Joel sent out an e-mail a number of hours before this was happening, see pictures below to see who showed up. We hung around about 1 1/2 hours and then left. Some had had dinner, others were picking it up to take home and others were going home to BBQ. It was nice hanging out with club members again, all of us were wearing face masks except for this picture and maintaining our distance. Looking forward to doing this again July 24th. There were a few muscle cars; but not many people showed up.



Triumph TR4-6 Steering Improvements by Joel Justin



When I first purchased my TR4 (gosh, it's been 9 years now!), the steering was a bit sloppy. The steering wheel also wobbled. Over the years, I rebuilt the rack as well as the entire front suspension. I also added new steering column bushes. What a PITA that was! You not only have to remove the column, which is no small chore, but then getting the old bushes out and the new ones in was a real challenge.

The bushes are Teflon or Delrin on the inside with a steel tube around that for support and rubber around that does a tight fit in the steering column (<https://mossmotors.com/bush-steering-column?assoc=79338>). The rubber also has two round protrusions on either side to position it in the column. There's one bush near the steering wheel just behind where the turn signal lever is and a second one at the other end where the upper steering shaft comes out into the engine compartment.

Anyway, I don't know if the bushes I installed wore out or were never that tight to begin with, so my steering wheel still wobbled and occasionally squealed when turning due to the hub rubbing against the column housing. Both were very annoying, so I started looking for a better solution.

I had more bushes in my inventory, and since the steering wheel and upper shaft come out rather easily, I pulled them and tried fitting several other bushes on the steering shaft. One set seemed reasonable tight, but two other sets I had were pretty loose. I saw Moss offered updated bushes (<https://mossmotors.com/bearing-steering-column-updated?assoc=79339>) so I thought I'd give them a try. They were just as sloppy. I did use a micrometer to make sure my steering shaft wasn't worn, but it measured 0.750" both where the bushes were and weren't.

So then I started doing some Googling and found an article on a person's TR6 website (<http://tr6.danielsonfamily.org/SteeringColumn.htm>) that described using Art Lipp's special Delrin bushes. I looked them up on several forums and people who used them said they worked great. The caution was that if your steering shaft was bent, it would cause lots of problems. I rolled my column on a flat surface and it was straight. The challenge now was figuring out where to buy these bushes as Art's a hobbyist like us and does this as a side business. I found his email address (lipp04@yahoo.com) and sent him a message asking if he still sold them and how to buy them if he did.

He responded almost immediately, told me they cost \$30 plus \$5 for shipping and said he takes PayPal. I gave him the details of my car (turns out there are slight differences in his bushes between TR4 and TR6) and PayPal'ed him the money. I got the bushes in about a week.

If you read the TR6 article above, you'll see that Art's bushes get pressed and glued into the top and bottom of the steering column housing. And you don't even have to take the old bushes out (huge benefit)! His bushes fit well on my steering shaft, so I used some Gorilla glue and pressed them in place. I used a hammer to lightly tap the lower bush in. I had to make a "tool" for the upper bush as it was recessed in the steering column. The "tool" was simply a piece of 3/4" schedule 40 PVC pipe and a 3/4" wood dowel with a couple wraps of electrical tape around it to keep it snug inside the pipe. I slid the upper bush over the dowel and against the end of the pipe. I slid the whole thing thru the steering column collar and lightly tapped it into place. Then I applied the anti-seize as instructed and slid my steering shaft and wheel back in. It was snug as a bug in a rug (that means there was no wobble)!

Since I was messing around with the steering column and shafts, I also decided to replace my lower shaft with the two (sloppy) rubber couplings (<https://mossmotors.com/coupling-flexible-replacement?assoc=79367>), which are also a PITA to replace, with a custom U-joint shaft from Revington TR in the UK (<https://www.revingtontr.com/product/rtr3634-ak/name/steering-shaft-tr4-4a> or <https://www.revingtontr.com/product/rtr3634-bk/name/steering-shaft-tr250-5-6>). It was a bit pricey (\$160 with exchange rate and shipping), but simple to install and took what play in my wheel completely away. It even made my horn work better as it didn't need those two wires to bridge the rubber couplers.

If you have either or both of these steering maladies with your TR4-6 I'd highly recommend these upgrades.

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- 2. Packard's Donut Chaser
- 3. Cadillac
- 4. Hispano-Suiza
- 5. Pierce Arrow
- 6. Bugatti

Sunday June 14, 2020 some of the club's membership took part in a small car show put on in Michael Gustafson's neighborhood. The club members who attended were Ron Root, Jaris and Caitlian Judd, Michael and Sandra Gustafson and myself. Jaris said he counted 23 cars on display. There was everything from a nice 70's Chevy pickup to a Plymouth Valiant, a bunch of Porsche's and a couple TR6's, and a Land Rover. Good conversations about cars and how life is going with the Covid-19 lockdown and the start of the lifting of restrictions. By Martin Keller



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





WARBIRDS, WINGS AND WHEELS **12**

CAR SHOW & SWAP MEET

NEW DATE!
SEPTEMBER 19, 2020



HOURS: 7 AM - 4 PM
 MUSEUM BUILDINGS OPEN AT 10 AM

DINNER & BARN DANCE!
SEPTEMBER 18, 2020



DENNIS GAGE
FILMING MY CLASSIC CAR

Paso Robles, Ca



ESTRELLA WARBIRDS MUSEUM · 4251 DRY CREEK ROAD · PASO ROBLES
805-286-5566 · WWW.EWARBIRDS.ORG

Proceeds support Estrella Warbirds Museum,
 a Non-profit 501(c)(3) Corporation. Tax ID#77-0324714



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 Change
Now Sept. 20th**

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: _____



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.

Silk-screened Items:

Sleeve T-Shirt - \$8.00(S-XXL)
 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)