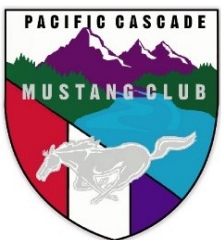


THE PEGASUS



PACIFIC CASCADE MUSTANG CLUB

COMING EVENTS



OCTOBER

October 8th & 9th, 2011

43rd Annual Monroe Swap
Meet Evergreen State
Fairgrounds Monroe,
Washington

October 16th, 2011

2011 Fall Fling XXX Root
Beer Drive-In Issaquah,
Washington

OCTOBER 2011

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The Gray Full, Ocean Shores	

OCTOBER BIRTHDAYS



Chris Johnson

Terry O'Neil

Rich Hamell

CLUB INFORMATION

President - Tom Rowley
Paul Terjak -Vice President
Secretary -Sharon Emler
Tours & Events - Margaret
Peterson
Tech Advisor - Chris Johnson
Tech Advisor - Bruce Peterson
Newsletter Editor - Tommy Davis
Membership - Gayl O'Neil
Web Site - Skip Echert
Historian - Gary Halberg

CHAIRMAN OF ACTIVITIES

Mark Palmore

Bowen Scarff
Representative

&

Car Show Leader

BOARD MEMBERS

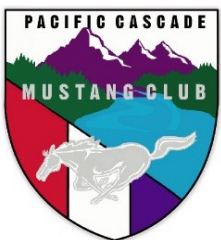
Dick Knight - Board Member
2nd year

Stan Vanderford - Board Member
1st - year

Bobby Johnson - Alternate Board
Member

Mike Beedle -Alternate Board
Member

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PACIFIC CASCADE MUSTANG CLUB

SEPTEMBER 2011 PCMC MEETING MINUTES

SEPTEMBER 2011 PCMC MEETING MINUTES

President Tom Rowley called the meeting to order on Friday at 7:37pm, in the Bowen Scraff Showroom.

Attendees: 37 members and 1 guest: Tamara Ryan.

Minutes from previous meeting approved as written.

Treasurers Report: Margaret Petersen was out of town.

Tom Rowley announced that the membership list was being updated and would be emailed to members. Tom also needs any member that is a member of MCA to give him your MCA number.

Newsletter: Tommy Davis, a really great job on the newsletter. Tommy still needs articles, pictures, any upcoming events that you know about, please send to her for the newsletter.

Website: Skip Eckard, another car was added to the picture gallery.

Tom Rowley brought up some ideas and suggestions to raise money for the club. Some idea's were raise dues, less monies for the banquet. Please call Tom or anyone on the board if you have any ideas or suggestions for fundraising or how to cut some expenses.

Tom also commented on doing a budget for the club.

Reminder: Club dues are due in October. They will remain at \$25.00. Also it is time to start thinking of new officers for 2012.

Dick Knight talked about the Riverside Car Show and the cost of putting in on. He thanked all the volunteers. The show really turned out good. Mark Palmore discussed the cost of putting on our Ford show. The biggest cost seems to be the T-Shirts & food. Mark said the show went very well, lots of help and Mark Scraff has a great time. The club thanked Mark for all his hard work and a really good show.

Tech Session: Chris Johnson will have more information in the upcoming newsletter. Chris & Mike Beedle will be giving a electrical session, date tba.

Tours & Events: Dick Knight will get more information on the time regarding the tour at Tom Armstrong's. Chris Johnson is trying to set up a tour with Dennison Racing & Jackson Dean. The September 13th dinner was set up for the Red House and the accommodations would not work so it was changed to Famous Dave's BBQ in South center at 6:30pm. Rod Run weekend of the 10th, XXX show 9/11, Kirkland D'Elegance 9/11, Enumclaw Cruize into Fall 9/10, and Pony's in the Sun is set for September 18th. Quinault Beach car show on October 1st.

Old Business: Tom Rowley brought samples of the car mats that had been discussed. If the club purchases 10 sets, with the club logo on them, we will get free shipping. A set of 2 mats with club logo would be \$20.00, a set of 4 (2 front, 2 rear) \$30.00. Tom also discussed the MCA youth membership, which is free to the youth if one parent is a member.

The 50/50 pot went to Elle Aprill and member in attendance was Margaret & Bruce Petersen and they were not there.

Meeting adjourned at 8:47pm.

Minutes taked by Dick & Karen Knight as Sharen Emler, Secretary, was out of town.



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PACIFIC CASCADE MUSTANG CLUB

SEPTEMBER 2011 PCMC MEETING MINUTES

<http://www.themustangshop.com/drumtodisc.cfm>

A note from the Mustang Shop:

[Richard Ireland](#), the great guy who provided us all with the T-5 swap information, recently did this conversion on his own car and was kind enough to send along some pictures and a parts list. The follow text, however, came from [Dan Jones](#). The original posting location of the text is unknown. The difference in the text and the pictures is that Dan used parts from a '79 Granada, whereas Richard uses parts from a '77. Same stuff though.

Drum to Disk Brake Conversion

Complete Front Spindle Swaps (a.k.a. "The Granada Spindle Swap")

The "Granada Spindle Swap" is a popular and effective way to increase the braking power of older Mustangs (and other Ford and Mercury automobiles). What makes this swap attractive is the fact that the entire spindle and brake assemblies (but not necessarily the individual parts) of many 1960's and 1970's Ford, Lincoln, and Mercury autos are directly interchangeable. Since factory parts are used, the cost is reasonable and everything needed is available from your local junkyard and auto parts store.

Some cars are better than others as donors because they came equipped with 11" diameter brake rotors for increased stopping power over the more common 10" rotor size. The spindle and brake assemblies of 65-70 Ford Mustangs or 67-70 Mercury Cougars (and probably other cars like Fairlanes, Falcons, Mavericks and Comets, etc.) can be used, but most of these cars came with 10" rotors. Exceptions are the early Shelby Mustangs, Boss 302's, and Boss 429's (any others?).

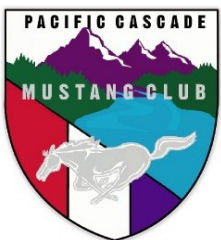
At least some of the 75-80 Ford Granadas, Mercury Monarchs, Lincoln Versailles and 71-73 Mustangs and Cougars (what about Torinos and Montegos?) have the larger 11 inch diameter discs. The Granada/Monarch/Versailles cars are the most popular donors for this swap because they have the larger rotors, are relatively common (and therefore inexpensive) in junkyards, and have parts that are still stocked by local auto parts stores. Also, if you are hunting front brake parts from a Granada, Monarch, or Versailles, check the rear for disc brakes. Some Granadas and Monarchs, and all Versailles came with disc brake equipped 9" rear ends.

Note: There is an open question about the Versailles front spindle diameter. When swapping from drums to discs, from the donor car you'll need the entire left and right side spindle assemblies (spindles, splash shields, calipers, rotors, etc.), proportioning valve/metering block, and appropriate master cylinder and power brake booster. There's also a chance that you will need new wheels since some of the old 14" wheels were designed for drum brakes only and will not clear the calipers of the new set-up. One list member had problems with 14" disc-type styled steel wheels. When I bought my car it had 14x6 Torq Thrusts style wheels (I don't know if they were made by ARE or not), but they were made to fit drum brakes and wouldn't clear the big disc brakes. I ran 14" disc brake style steel passenger car wheels for several weeks until I found some used 14x6 Torq Thrusts meant for disc brakes. I ran those until I got new 15x7 Torq Thrust wheels. Of course 4-lug wheels from early 6 cylinder Mustangs will need to be replaced with 5 lug wheels. If you are using the Granada/Monarch/Versailles spindles, you will also need outer tie rod ends which fit those cars.

In all cases you will need the proper master cylinder (disc/disc, disc/drum, or drum/drum) for your brake configuration due to differing disc and drum brake fluid volume requirements. If you have a 1964-1966 model year car with a single reservoir master cylinder, you should consider upgrading to a later style dual reservoir master cylinder for safety reasons.

If you have a high performance engine with low engine vacuum, you may need an additional vacuum reservoir for proper power assist operation. These are inexpensive and readily available from a variety of hot rod parts places like Summit Racing. One additional note when switching from manual drums to manual discs is that you may notice an increase in effort to stop at a given rate.

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SEPTEMBER 2011 PCMC MEETING MINUTES

This is because drum brakes are "self-energizing" (i.e. energy from the braking effort assists in forcing the shoe against the drum, decreasing the required effort) while discs are not.

The trickiest part of the swap is that you may need to do a little brake line work. Your donor brakes may require different size fittings so cutting and re-flaring may be necessary. This is no big deal, if you use the proper double-flaring tool.

Since you'll be getting most of the parts from a junkyard donor car, figure on rebuilding the calipers, replacing or re-packing the wheel bearings, and getting a rebuilt master cylinder (use the part from the donor car as a core). Also check the condition of the pads, rotors, and rubber lines and replace as necessary. Don't forget to pick-up some of the little copper crush washers that complete the brake line to caliper seal. If you mix and match parts from several donor cars, keep a note with the model and year of the donor cars for future reference.

When installing new brake pads, it's best to stick with similar pad and shoe materials. Mixing brake pad materials (organic vs semi-metallic or different manufacturers) can be used to correct fore-and-aft brake bias problems, but it is a trial-and-error process and the results can vary depending on brake temperature. A better solution is to plumb in an adjustable proportioning valve to vary the fore-and-aft balance. Various types of adjustable proportioning valves are available. Some use a lever adjustment with a discrete number of positions, others use a continuously variable knob adjustment. They can even be plumbed into the cockpit for on-the-fly adjusting.

I performed the Granada spindle swap on my '66 fastback with great results. The car was originally equipped with manual drum brakes all the way around and a single reservoir MC. They were inadequate at best and downright scary at worst. I upgraded to a manual disc/drum configuration and dual safety reservoir MC using donor parts (two complete spindle/brake assemblies and a proportioning valve/metering block) from a 1979 Granada with 11 inch diameter rotors. I replaced one rotor (the other was nearly new and was re-surfaced) and rebuilt the calipers. I purchased a pair of new 1979 Granada tie rod ends and a disc/drum master cylinder for manual brakes. I also bought new rubber lines (with circular reinforcements to resist ballooning under pressure) and added an adjustable proportioning valve. I also took the opportunity to fabricate a set of adjustable steering stops.

I ran into two minor problems during the swap. The first concerned the master cylinder. I was unable to obtain the correct master cylinder (65-66 Mustang with manual disc brakes) locally. I improvised by modifying a master cylinder from another application to fit. One of the list members has since informed me that the master cylinder from an early Bronco with manual disc/drum brakes should work without modification.

The second problem concerned the brake pads. After completing the swap, the car pulled strongly to one side. I traced the problem to a defective set of pads. Even though the pads appeared identical, I swapped them side-to-side and the car pulled to the opposite side. I replaced the pads with another set and everything was fine.

An unexpected bonus of this swap is that the new tie rods and spindles are beefier than the originals.

The Spring 1989 issue of Mustang Illustrated article "Drums to Discs without Braking the Budget" covers this swap but some of the details on years may be incorrect.

PACIFIC CASCADE MUSTANG CLUB



Pegasus Newsletter
Pacific Cascade Mustang
Club
P.O. Box 58582
Renton, WA 98058
pegasuspccmc@gmail.com
www.pccmc.cc

MEMBERSHIP QUALIFICATIONS

- 1. Attend two functions; one of which must be a Membership meeting.**
- 2. Be a currently licensed driver with Insurance.**
- 3. Own a Ford powered vehicle.**
- 4. Have a desire to enjoy companionship and interests of other Mustang and Ford enthusiasts.**
- 5. Pay Annual Dues: \$25 per year per household.**

CONTACT
GAYL ONEIL
CHAIRMAN

goneil@upsellusa.com

HYDRAULIC TAPPET ADJUSTMENT

For those new to Ford V8 engines, how to adjust the hydraulic tappets can be a mystery when all you've adjusted before were solid lifters. Here is a suggested method to do it once and get it right first time.

- Remove rocker covers
- Pick a cylinder
- Bump the motor until the exhaust valve starts to open. Intake is now on base circle.
- Loosen the intake lock nut
- WAIT a minute or so, to let the lifter relax back
- Twirl intake pushrod between thumb and forefinger (hold gently) and tighten the lock nut until you feel the pushrod stop turning. A little practice is all it takes. You will know - it stops right away, unless you are turning it with pliers. This is zero lash.
- Tighten locknut 1/2~3/4 turn.
- Repeat as necessary.
- If you go 1 cylinder at a time, you won't screw up or get confused or need a checklist. There IS a faster way - use it between rounds at the races, or to save time on the dyno. You have the time, go slow and you won't have to second guess after you put the valve covers on.

Note: This adjustment can be done with the engine hot or cold. (Only solid lifters must be adjusted hot).

Thanks to the Kelly family, Abilene USA for this advice.

Taken from: <http://www.nzmustang.com/TechData/tappetadjust.htm>

THE GRAY GULL, OCEAN SHORES

At the Bowen-Scarff/PCMC car show, one of the drawings was for two days at The Gray Gull at Ocean Shores, WA. Pauline and I were the lucky winners (we invested 14 tickets). We used our days on September 23 and 24. We had been to The Gray Gull some years ago with a big family group at Christmas time, so we knew the location (right on the beach) was perfect and the room would be excellent (as it was). Long walks along the beach were soothing. The pool was cool and the hot tub - hot. We enjoyed both the food and the Irish singer the Galway Bay Irish Pub. Had dinner at Mariah's "where the locals go" - according to the friendly lady at The Gray Gull desk. During dinner we met a couple who dine there five days a week.

For info about The Gray Gull see: thegraygull.com

By Skip Echert and Pauline Wold-Echert

Cheers, Skip