

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 33 Number 6, July 2017

WWW.CENTRALCOASTBRITISHCARCLUB.COM



CCBCC MILLE, ARTICLE PAGES 18-32



GENERAL MEETINGS:

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

Carrows Restaurant

2401 E Harbor Blvd, Ventura, CA 93001

2017 GENERAL MEETING DATES:

July meeting cancelled

Aug. 1, Sept. 5, Oct. 3, Nov. 7

Dec 3, Sunday Christmas Brunch, Four Points Sheraton Hotel, Ventura

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

Your CCBCC Board Members For 2017

PRESIDENT

Mike Gustafson

mikegus999@gmail.com

PRESIDENT CONSULT (non-voting)

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jhill@oilguys.com

VICE PRESIDENT

Dave Reid

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RECORDER Martin Keller

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TREASURER Chris Vujea

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(805) 746-5379

CLUB PHOTOGRAPHER (non-voting)

Dave Reid

mgtc48@hotmail.com

REGALIA & RAFFLE (Non Board

member) Julie Root (805)676-1464)

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

Calendar of Upcoming Car Events



July 10-14—GOF West, Santa Maria, <http://www.gofwest.org/>

July 16—CCBCC annual Car Show, Channel Islands Harbor. See Page 6, 9-10

Aug. 10 “Thursdays at Newhall on Main Street 2017” European Cars & Bikes Revved Up
<http://oldtownnewhall.com/thursdaysatnewhall/revved-up/>

Sept 9—CCBCC Run to Alpacas at Windy Hill, see page 5

Sept. 10—Sunday, So. California MG Car Club's Boots & Bonnets Car show Fullerton 9-2, show field at Fullerton Airport, 4011 West Commonwealth Ave, Fullerton, CA See Page 12-13
<https://www.dropbox.com/s/4hzejns2flw38qo/SCMGC%202017%20MG%20Car%20Show%20Flyer%20%26%20Reg%20Form%20SHORT%20version.pdf?dl=0>

September 21 – 24, TriumphFest—Flagstaff, Arizona, more information next newsletter
<http://www.triumphfest.com/>

Sept 23-24—Monarch Dunes Car Show, Nippomo, <http://www.monarchdunes.com/carshow> see page 24

Sept 23-24—2017 British Car Round up. Clovis, CA. <http://valleybritish.org/clovis-british-car-roundup/>
You are invited to enter your British car of any vintage, marque or condition in the 2017 Clovis British Car Roundup. See page 20

Sept 24 Montecito Motor Classic www.sbpal.org
For more info and registration form. Marquee cars are Ferrari and Camaro. There are classes for many other cars and motorcycles



Sept 24 Automotive Concours at Monarch Dune, see page 16



MINUTES OF THE CENTRAL COAST BRITISH CAR CLUB

June 6th



Meeting brought to order by: Michael Gustafson CCBCC President at 7:05 pm.
Number of members present at start of meeting: 36

Board Members in Attendance:

President:	Michael Gustafson	<u>Yes</u>
Vice President:	Dave Reid	<u>Yes</u>
Treasure:	Chris Vujea	<u>Yes</u>
Recorder:	Martin Keller	<u>Yes</u>
Membership:	Pam & Joel Justin	<u>Yes</u>
Newsletter Editor:	Terry Schuller	<u>Yes</u>
Advertising:	Allen & Lynn Merriam	<u>Yes</u>
Webmaster:	Patrick Redd	<u>Yes</u>
Presidents Advisor:	Jim Hill	<u>Yes</u>

Notes:

The July Club meeting is canceled due to the July 4th holiday

Topic 1: Club Hats

The club will be purchasing 24 ball caps with the club logo on the front. These should be available for the car show so if you wish to purchase one contact Pam Justin to place your order.

Topic 2: Car Show Donations for Opportunity Drawing

The Opportunity drawing that the club does at the car show is still in need of articles so if you wish to donate an article that is auto related please contact Terry Schuller. Articles should be of a value of \$20 dollars or more. Tax receipts are available for those who donate to the event.

Topic 3: Camarillo Ranch 31 August 2017

The Camarillo Ranch has asked the club to display our cars at their event. For more information contact Michael Gustafson.

Topic 4: Tigers at Wellwood Auto Restoration

A group of Brits shipped there Sunbeam Tigers to the states for tour of the USA. The cars are being stored by Wellwood Auto Restoration for the owners so they have a place to meet before there tour. Bill Rodgers has photos of the cars at WAR if you did not have a chance to visit and see them before they leave on their tour.

Topic 5: June 17, 2017 Club brunch and drive

C. Darryl Struth has arranged a private tour of a collection of autos here in Ventura, CA.. We will meet at Carrows in Ventura for breakfast and then drive to the private residence to view the owner's collection of autos and motorcycles.

Topic 6: Treasure's Report

The clubs financial report will be posted at the end of the fiscal year once all of the non-profit paperwork is completed and official. At present the club is now incorporated and has a new EIN. At present the Tax Exempt paperwork is being processed.

Topic 7: Guest Speaker Mark Stehrenberger – Auto designer

Mr. Stehrenberger spoke on the history of the convertible auto and showed a presentation that showed the different convertibles that have been built over the years from 1908 to present

"JULIE TIME" presented by: Julie Root

Coffee Bean Gift Card=Daisy Tatum

B-J Gift Card=Terry Schuler

Habit Gift Card=Daisy Tatum

Pete's Break Breakfast House Gift Card=Jack Waschbusch

Baja Fresh Gift Card =Mike Tookey

Jimmy John's Gift Card=Michael Gustafson

Red Robin Gift Card=Dave Reid

Trader Joe's Gift Card=Mike Tookey

Birthdays for June: Michael Gustafson, Brad Cardwell, Dave Wellwood, Julie Root, Mark Costello

Meeting adjourned at 8:16 pm by Michael Gustafson

IMPORTANT ANNOUNCEMENT, PLEASE READ



THE JULY MEETING HAS BEEN CANCELLED DUE TO CONFLICTS WITH THE 4TH OF JULY HOLIDAY AND THE AVAILABILITY OF THE RESTAURANT.

NEXT CCBCC EVENTS:

Don't forget our annual **car show** happening on **July 16th**, Sunday at the Channel Islands Harbor. Registrations are coming in quickly and we look forward to 100-135 cars this year. Please join in the fun and show off your ride.

There are numerous donations from club members and business. They are:

For the registration bags:

- Mequians—sample car care product
- Curbside—book marks with info on car show calendars
- Sports Car Market—July issue of their magazine
- Haggerty—bags and pens
- Atomic motors
- British Parts NW—USB-cigarette lighter adapters

For Raffle prizes:

- Pacific Carburetor Co.
- Island Packers—Day Trip to Santa Cruz or Anacapa for 2, value \$120
- Four Points Sheraton—Free brunch for two, Worth \$110
- Stoner Car Car—\$17 piece car car kit worth \$100
- Mullin Museum—semi private tour for 2 (2) value \$80 each
- British Parts NW—T-shirts, hat, fender cover
- California Car Cover
- Groits Car Car products, Value \$38

From club members:

- Schuller/Reid—Car care products from Jay Leno's Garage
- Mike Gustafson — 72 piece tool set
- Brad Cardwell— Custom Hand made ball point pens that look like car parts

September 9. Run to "Alpacas at Windy Hill" in Somis We will be there at 10 and then go to lunch, Restaurant to be determined. Please mark you calendar and at the August Meeting there will be a sign up sheet



Car Show Supporters for 2017

HAGERTY



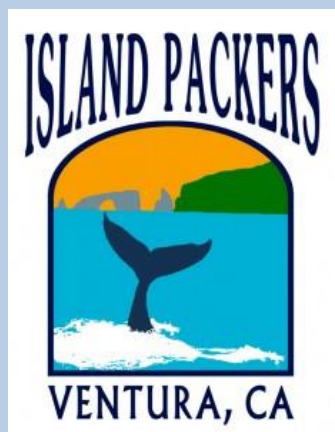
Keith Martin's
Sports Car Market
The Insider's Guide to Collecting, Investing, Values, and Trends



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JAVA CAT

Sunbeam Tigers



In 2014, to celebrate 50 the anniversary of the start of Sunbeam Tiger production, the Brits held major events in Europe including a driving tour across France and up and down the Alps to Monaco and Cannes. They had so much fun they decided to celebrate the end of production in 1967 by bringing some cars over here to tour the West coast (home of most of the Tigers) and finish up at the annual Tigers United near Sacramento.

Six British RHD Tigers made the trip via boat and arrived in early June. Dave Wellwood had graciously agreed to host them at his shop in Ventura. This morning there was some last minute fettling to get the cars going again. Several club members made it over to Dave's shop to check out the cars and wish them well









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Note: There is a fee for print catalogs

Re Cap George Walker's Garage Tour – Saturday, June 17, 2017 by Junie Cooper



This CCBCC tour, sponsored by C. Darryl Struth, was held on Saturday, June 17, 2017. Twenty four persons attended, including the following members of the CCBCC; C. Darryl Struth, Bill Czerwinski, Martin Keller, Gary and Junie Cooper, Byron McCracken, Jason McIlhaney and guest Fred Bittick, Allen and Lynn Merriam, Mike Miller, Allen and Olga Quale, Ron and Julie Root. Others attending included the following VHS Alumni Mens' Group: Bob Benzien, Jim Data, Fred Gomez, Dave McQuaide, Phil Shay, Vic Shay, Ron and Judy Janes (friends of Darryl) and last, but certainly not least, **George Walker**.

The group met at Carrows Restaurant on Seward for breakfast and self introductions were made. George gave a brief overview of his "garage," how he started his collection many years ago, built his home and huge garage to house his collection of cars, car memorabilia, motorcycles, etc. (Darryl, always prepared, handed out directions to George's house/garage.)

For those of you who did not attend, you **missed out big time** on George's "Garage Tour," which proved to be a mini-museum of sorts for car and motorcycle aficionados. His collection ranged from a 2001 Lotus, a '97 Viper, '70 El Camino, '85 Pantera, '92 Lamborghini, 1921 Ueyhara front motor dragster, a very rare 1914 Ixion motorcycle and an even rarer 1921 Douglas Brit motorcycle, to name just a few in his eclectic collection, all in pristine condition as well as excellent running condition. Also on display were antiques including an ornate wood burning stove, vintage and more recent car posters and memorabilia, photos, etc., grandly and beautifully displayed in George and Gail's (his wife) garage which is enormous. She confided to me that she also stores her garden tools in the garage, their very lovely gardens surrounding their beautiful home have been featured on several garden tours in recent years. His collection and stories have been featured in numerous car magazines over the years.

George is a very friendly, down to earth car and motorcycle enthusiast and collector who truly enjoys sharing his display of amazing cars and motorcycles with others who have the same passions and interests, says it "makes him feel good!"

Thank you George, Gail and Darryl for this very interesting and enjoyable tour.

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2017 CCBCC Car Show Info & Registration Form



16 July 2017 at Channel Islands Harbor Park, Oxnard CA

Celebrating All British Vehicles

Presented by the

Central Coast British Car Club

www.centralcoastbritishcarclub.com

Channel Islands Harbor Park

3600 Harbor Blvd. Oxnard, Ca.

COME OUT AND SPEND THE DAY - - BEAUTIFUL CARS - - GREAT PEOPLE

9 am to 3 pm

Channel Islands Harbor Park, located at 3600 Harbor Blvd, Oxnard California

REGISTRATION FEES: \$35.00 Per Vehicle, pre-paid. \$45.00 per vehicle, day of show.

Pre- registration will close on June 30, 2017

APPLICANT NAME _____ CLUB _____

ADDRESS _____ PHONE # (_____) _____ - _____

CITY/STATE/ZIP _____ / _____ / _____

E-MAIL ADDRESS _____

(E-Mail required for registration confirmation)

VEHICLE #1 MAKE _____ TYPE/MODEL _____ YEAR _____

VEHICLE #2 MAKE _____ TYPE/MODEL _____ YEAR _____

VEHICLE #1 COLOR _____ VEHICLE #2 COLOR _____

Total Registration Fees \$ _____

A free Event T-Shirt is included with all vehicle registrations, for the first 125 applicants.

Day of show registrants are not guaranteed a T-Shirt

T-shirt size: XXL XL L M S (Circle One - all shirts are men's sizes)

PLEASE READ, SIGN AND RETURN THIS FORM WITH YOUR REGISTRATION FEES:

This release of liability specifically includes losses caused by negligence, whether active or passive, the CENTRAL COAST BRITISH CAR CLUB, or any of their agents, members, or the City of Oxnard, State of California. Entrant agrees to indemnify, defend and hold harmless the CENTRAL COAST BRITISH CAR CLUB, their directors, members, agents, and the City of Oxnard, State of California from any and all liability, losses, damages, injuries, and claims by any person arising out of the condition, location or operation of the entrant's vehicle on or about the premises of Show location in connection to the CENTRAL COAST BRITISH CAR CLUB All British Car Show to which the application relates.

SIGNATURE _____ DATE _____ / _____ / _____

Make Checks Payable to: CCBCC

Mail To: CCBCC

2017 CCBCC CAR SHOW

2674 East Main Street #E614

Ventura, CA. 93003

PayPal Account Information:

centralcoastbritish@gmail.com

**If paying by PayPal, please click ADD A NOTE
and Include ALL of the above information.**

For additional information, please contact:

Car Show Chairman: MICHAEL GUSTAFSON mikegus999@gmail.com

Car Show Co-Chair: MARTIN KELLER MHKflyer52@outlook.com

Registrar: JOEL JUSTIN j_bar_j@hotmail.com

www.centralcoastbritishcarclub.com

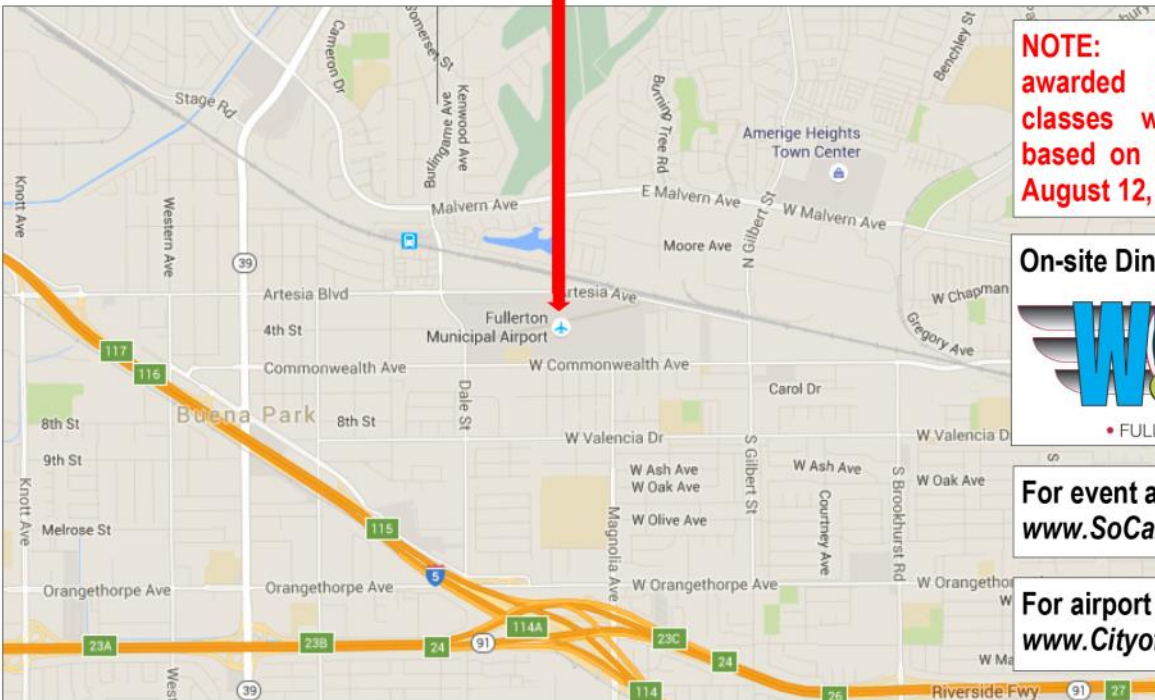


2017 BOOTS & BONNETS ANNUAL ALL MG CAR SHOW & ANTIQUE AIRCRAFT DISPLAY

SUNDAY, SEPTEMBER 10, 2017
9AM - 2PM

FULLERTON MUNICIPAL AIRPORT
4011 W COMMONWEALTH AVENUE
FULLERTON, CA 92833

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- Trophies for all Classes
- Antique Aircraft Display Included in Admission
- Admission To Car Show Free to the Public
- All MG Owners Welcome
- Dining at Wings Cafe



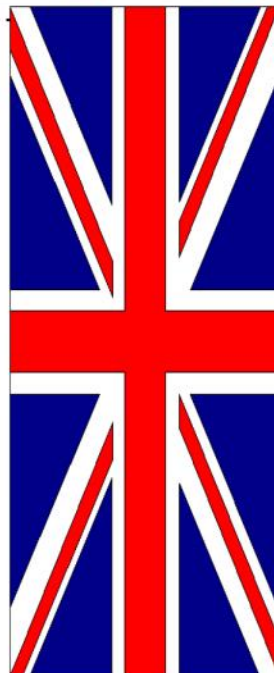
NOTE: Trophies will be awarded to each class - classes will be determined based on Entries received by August 12, 2017.

On-site Dining at



For event and club info, go to:
www.SoCalMGClub.org

For airport info, go to:
www.CityofFullerton.com





www.SocalMGClub.org

2017 **BOOTS & BONNETS** ANNUAL ALL MG CAR SHOW

ENTRY FORM

PARTICIPANT INFORMATION

Office Use
Only

Entry
Number

Driver _____ Co-driver _____

Address _____

City _____ State _____ Zip _____

Telephone _____ E-mail _____

Marque/Model _____ Year _____ Color _____

Marque/Model _____ Year _____ Color _____

REGISTRATION FEES

Registration (includes 1 Car).....\$30.00.....\$ _____

Additional Car.....\$20.00.....\$ _____

TOTAL.....\$ _____

LIABILITY WAIVER (Signature Required)

I/we hereby release the Southern California MG Club, its officers and members, Fullerton Municipal Airport, its staff and volunteers, the City of Fullerton and all other event sponsors from any and all liability for injuries, damage, loss or other claim arising from my/our travel to and from and participation in this event. My/our registered car(s) is/are covered by suitable liability insurance.

Driver _____ Date _____ Co-driver _____ Date _____

**Please make check payable to the "Southern California MG Club"; detach and mail completed Entry Form and payment to:
Jim Heaton, SCMGC Treasurer, 25670 Alicante Drive, Valencia, CA 91355-2266**

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Other car events coming up



Valley British Auto Club
P.O. Box 26594
Fresno, CA 93729-6594

www.valleybritish.org



<http://valleybritish.org/clovis-british-car-roundup/> For entry Form.

2017 Clovis British Car Roundup

The Valley Nature & Education Center

You are invited to enter your British car of any vintage, marque or condition in the 2017 Clovis British Car Roundup. This, our 15th annual show, has a great blend of things to do and see! We kick off the show weekend on Saturday morning with a short tour on some twisty foothill roads. Following the run we invite you to attend a benefit luncheon for Fresno Wildlife Rescue & Rehabilitation. Sunday morning brings a great display of British cars and exploring vibrant Old Town Clovis. The autumn "Clovis Antique and Collectibles Fair" will be just north of our car show. Explore the antique shops and get lunch at an Old Town restaurant. Check out the "Birds of Prey" display by Fresno Wildlife Rescue. "Entrants Choice" show winners will receive very nice awards and any entrant can drive away with some super raffle prizes. Entry forms available at www.valleybritish.org

2017 Schedule of Activities

Saturday, September 23

9:00 AM - Meet in front of the Clovis Cole Hotel for a group tour through the Sierra Foothills.

Noon - A catered lunch will be available at the end of the foothills tour. (Please RSVP on entry form for lunch. You will pay for your lunch at the location). This is a 100% benefit for the Clovis Valley Nature & Education Center so please join us this year for a great lunch and short program about this fantastic center.

Sunday, September 24

9 - 10 AM - All British cars arrive at the **new show entry site at Bullard and Woodworth**. Entries will be parked in assigned areas by marque and model as room permits.

10 - 2 PM - British car viewing and treasure hunting at the Clovis Antique and Collectibles Fair. Please turn in your Participants Choice ballots by 1PM. We'll also be judging the eagerly awaited "Oil Spot" contest.

2 - 3 PM - Award Presentations - Trophies for 1st & 2nd Place Class winners and Best of Show.

3 PM - Close of Show for 2017. *See you next year!*

Event Coordinator:

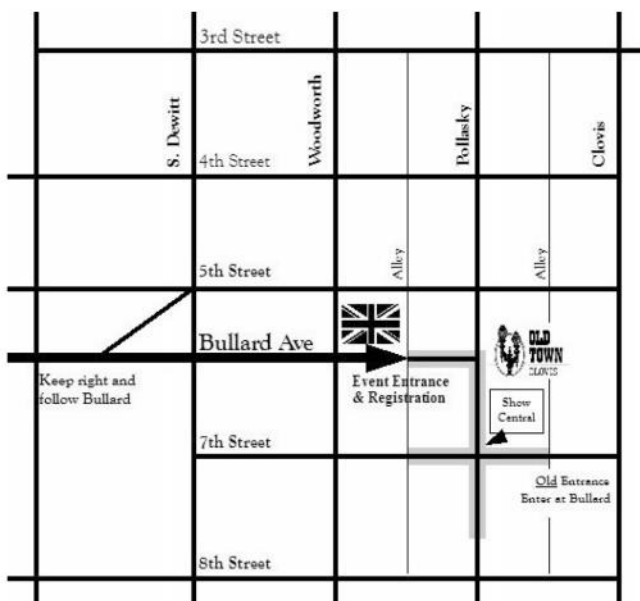
Kurt Lanse - 559.352.7968

Registration Coordinator:

Tammy Weber - 559.431.8963

Area Accommodations:

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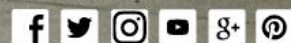


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Automotive Concours at Monarch Dunes

Experience the Extraordinary. . .

Whether you have a grand car to show or just want to stroll through the golf course enjoying the views, tasting the best of Central Coast wines and shopping our select vendors, the **Automotive Concours at Monarch Dunes** offers something for everyone. You won't want to miss this premier event, **Sunday, September 24, 2017** from 10:00 am to 4:00 pm benefiting the **Nipomo Food Basket** and **Nipomo High School Athletics**. Spectator admission is free.

Because this is an *invitational* event, you can expect to see only *Top-of-the-Mark* cars and vendor displays. *Best-of-the-Best* awards will be handed out at 3:00 pm on Sunday.

For anyone in town for the week-end, you may also wish to join us at the Monarch Club, adjacent to the golf course, Saturday evening for dinner and dancing under the stars. Details to be announced nearer the event.

To register your car or for more information, contact us at www.monarchdunes.com/carshow.

2017 CCBCC Mille Tour

by Joel Justin & Neal Subic

Background and Trip Prep

Mille Miglia is Italian for 1,000 Miles. It's a motor car race in Italy which took place between 1927 and 1957. It was originally a high speed open road race, and then evolved into more of a refined time-distance rally until it ended in 1957. But was re-born in 1977, still in Italy, for pre-1957 cars, and it is still run today. The California Mille is a spin-off of the Mille Miglia, but instead of a time-distance rally, it's a 1,000 mile "tour" around California. It is still limited to cars earlier than 1957.

The CCBCC Mille would be modeled after the California Mille - a 4 day 1,000 mile tour, but instead of being limited to pre-1957 cars, ours will be limited to British cars from any year.

The seed was planted during our club outing to the Malamut Museum in Thousand Oaks. There were several cars there with California Mille roundels on their doors. I commented to Neal Subic that it would be a fun outing for our club to try. That was all it took!

Neal and I had fun planning the route, but our winter storms threw us plenty of curveballs. Our number one goal was to stay off freeways as much as possible – in other words, drive some of our state's beautiful back roads. Our initial plan was to head up Hwy 1 to Big Sur, then over to Yosemite. From there, we were going to go over Tioga Pass to Lone Pine, then home. However, with mud slides and the Pfeiffer Canyon Bridge getting damaged, Hwy 1 was no longer an option. So we modified our first day to stay inland and end up at the Harris Ranch Inn in the San Joaquin Valley.

Our second night was pre-planned to be at the Big Trees Lodge in Yosemite, and the next day, drive through the park and out the back side through Tuolumne Meadows. The Sierra snowpack was our second problem. We started monitoring Tioga Pass and with the plowing progress reports we saw, it quickly became clear the pass wouldn't open in time for our crossing on June 10th. So on to plan C – Sonora Pass. It would make day #3 about 100 miles longer, but would still provide a beautiful drive over the Sierra. And over the last 12 years, it was always open by Memorial Day. But not this year! We considered changing our last night's stay in Lone Pine, but we were hard pressed to find another "cool" place to stay and at this late date, we weren't sure we'd be able to get enough room reservations even if we wanted to change. So now we're on plan D, in which we chose a route on side roads along the western Sierra to Bakersfield, then across on Hwy 58 to the Owens Valley.

As the trip neared, we had a pre-meeting with everyone at the Justin's house. We passed out day-by-day trip kits – maps with detailed turn-by-turn directions. While our plan was to try to stay together, we knew there would be times when we got split up, so we wanted everyone to be armed with a map. We handed out trip regalia – dash plaques, door stickers, and for those who ordered them, embroidered event polo shirts and ball caps, and wine, beer and high ball etched glasses.

We also had people bring tools, spare parts and anything else they couldn't fit into their LBC (Little British Car). What were we going to do with all that? Well, we had a SAG wagon that was going to shadow us! SAG stands for Support And Gear. Terry Schuller and Dave Reid graciously offered their Ford F-150 truck if we could come up with a driver. Our good friends – John and Jean Cook – jumped at the chance to join our adventure.

We were as ready as we could be, so it's time to begin our epic journey...

Our Trusty SAG wagon



Day #1 – Ventura to Harris Ranch

On June 8th, we met at the Golden China in Ventura at 7:30. We wanted to meet an hour before departure to take care of any last minute questions or gear transfer to the SAG wagon. We originally had 13 cars signed up, but for various reasons, 3 dropped out, so we were a group of 10 LBC's plus the SAG wagon. Our group consisted of:

Joel and Pam Justin – 1961 Triumph TR4
Neal and Maggie Subic – 1970 Triumph TR6
Mike and Sandra Gustafson – 1973 Triumph TR6
Dave Reid and Terry Schuller – 1958 Jaguar XK150
Martin Keller – 1971 Triumph GT6
Gary and Junie Cooper – 1967 MGB
Jack and Pam Waschbusch – 1964 MGB
Rebecca Mills – 1957 Triumph TR3
Leonard and Judy Halpin – 1963 MGB
Craig and Kathy Peterman – 1974 Triumph TR6
John and Jean Cook – 2013 Ford F-150



We departed the Golden China on our way to our first stop which was Moss Motors. We had arranged for a short tour and some of us took them up on their offer to have parts ready at the counter if we needed anything for the trip. Most of our drive up was in high-level fog, but by the time we got to Moss, the sun was out.



In front of Moss Motors

We were there about an hour. Kevin met us and took us on a great tour of their warehouse. After our tour, parts pick-up and bathroom break, we loaded back up and headed up to Gaviota where we turned off on Hwy 1 and headed towards Lompoc. Finally off the 101! Our next stop was at La Purismia Mission. Neal pulled his magic and got them to waive the \$5 per car entrance fee. We spent some time in the visitor center, then took a short walk to see the mission. And of course another bathroom break!



The group on the Moss Motors Tour

As we were getting ready to leave, Gary's MG wouldn't start. We checked the battery (in the boot) and the starter connections and everything seemed in order. It was turning over veeerrry slowly. We were getting ready to jump start it when we tried one more time and it cranked normally and fired right up. He didn't have any other problems with it on the trip. Another Lucas mystery!

Continuing up Hwy 1, our next stop was for fuel and lunch in Pismo Beach. We parked by the pier and had lunch at Wolly's which is a great little fish-n-chips place overlooking the beach.

After lunch, we took back roads from Pismo to San Luis Obispo. Gary and Junie missed the turn and ended up taking the 101 instead. We had to get on the 101 in SLO to get over the Cuesta Grade. Just as we were leaving SLO, we came across Gary and Junie who had pulled over to wait for us. We were all back together again!

After about 8 miles on the 101, we got off in Santa Margarita on Hwy 58 and headed east. This part of Hwy 58 was a quiet country road (unlike the stretch we took from Bakersfield to Mojave later in the trip). From Hwy 58, we turned north on Webster Rd. (Hwy 229) and began a beautiful drive up thru farm country on twisty roads with lots of pastures and oak trees. And no other cars!

Hwy 229 ended at Hwy 41 where we headed northeast towards the town of Shandon. Hwy 41 was still a twisty pretty road, but with a few more cars on it. We stopped at the Shandon Rest Area to regroup, stretch and visit the bathroom. So far the temperatures were perfect (cool) and the sun was out. You couldn't ask for more ideal top-down driving weather.

There was a surprise on this next leg we didn't learn about until Neal was "driving" the route on Google Maps a few weeks before the trip. The surprise was 4.5 miles of unpaved road. We departed the rest area and continued a short distance on Hwy 41 before turning north on Cholame Valley Rd. It was a bit bumpy, but again a beautiful drive thru central coast ranch land.

After we passed thru Parkfield – the earthquake capital of the world – we saw the "Pavement Ends" sign. We slowed down and spread apart a bit as we started up thru the mountains on the dirt road. I was in the lead, so I had it best. Martin and Mike seemed to want to follow close. The rest of the group was back a bit. There were lots of tight turns with washboard. I figured out that if I took the turn on the outside, I could avoid most of the washboard. This was good because not only was it rough to go over, it caused traction loss which made things interesting.

Martin and Mike getting dusted out



Just after the pavement started again, there was a large pullout area where we stopped to regroup and assess our dusty cars. We all made it thru OK, or at least we thought (more on this later). Mike, Leonard and Dave decided they couldn't be seen in cars that dirty, so they got out their dusters and took a minute to tidy it up.



The group at pull-out assessing the dust damage

We continued on what was now Parkfield-Coalinga Rd. to Hwy 198 and headed east thru the small town of Coalinga and onto our final destination at Harris Ranch. It was a longer day than we anticipated – we arrived at the hotel at 6:00 pm after driving about 255 miles. We all filled up before checking into the hotel and taking showers.

It was a very nice hotel with a beautiful courtyard. As we were checking in, Craig reported that his TR6 wasn't running well – underpowered. We popped the bonnet and quickly discovered his throttle linkage between his two carbs was broken. Only his front carb was connected to the gas pedal! We tried a quick fix with a hose clamp, but we couldn't keep the carbs synchronized properly. So Martin drove Craig back to Coalinga to the auto parts store to get some tubing and small hose clamps. When they got back, it only took a few minutes to MacGyver things back together.

We met for dinner at 7:30 at the steakhouse (you can't go to Harris Ranch and not eat at the steakhouse!). They set up a large table in a back room for us so we could be all together, be noisy and not bother their other patrons.



Everyone at dinner at Harris Ranch

After we all ordered our beer and wine, we had a small raffle. Julie wasn't there, so I did my best Julie imitation (but fell WAY short). Leonard and Jean won event ball caps, Junie won a bottle of 1,000 Mile Merlot, Rebecca won a \$25 Rock Auto gift certificate and Terry won an acrylic event wine glass. Our meals were fantastic and the service was outstanding. We all joked that we needed to have our club meeting there from now on! After a long day and a good meal, everyone was ready for bed...

Day #2 – Harris Ranch to Yosemite

Our plan was to meet at 8:00 am and leave at 8:15. Some of us ordered room service for breakfast and others went to the restaurant. Pam and I ate on our patio overlooking the courtyard. We gave some extra milk to a “hotel cat” who was very appreciative of the treat.

We were on the road at 8:16 (dang, one minute late). We backtracked a bit on Hwy 198 before turning north on Hwy 25. This was my personal favorite stretch of road. It was freshly paved, adequately twisty, gorgeous scenery and not another car the entire length! There was one tight turn that had a little dirt across it. You can imagine how fun it was accelerating out of that turn with the rear end stepping out a bit. I'll bet I wasn't the only one who did that.

*38 miles of beautifully
twisty roads!*



Our first stop was Pinnacles National Park. We stopped at the visitor center and enjoyed a look around and of course the obligatory bathroom break. It was looking like rain, so everyone started putting their tops up. Dave was having problems getting his hood stick up. It seemed one of the cross bars couldn't unfold properly without disassembling it. Dave swore he didn't do anything! We finally took the whole thing off the car and magically, it all sorted out.

We were at Pinnacles for about 40 minutes before departing and continuing north on Hwy 25 towards Hollister. It drizzled a little on the way – in June! We skirted around the town and stopped on the far side at Casa de Fruta Orchard Resort for fuel and lunch. We got three tables next to each other and had a good meal.

After lunch, we split into two groups as some didn't want to stop at our next planned stop. This ended up working out pretty well. Instead of trying to keep 11 vehicles together, we only had to worry about 5 or 6.

We headed west on Hwy 152 and one group stopped at the Romero Visitor Center on San Luis Reservoir. The lake was only about 10 feet from full pool. It was quite windy and we only spend about 15 minutes there before continuing west across the San Joaquin Valley, still on Hwy 152.

We passed thru the small towns of Los Baños and Chowchilla before starting our way into the foothills of the Sierra. The second group stopped at a new fire station in Chowchilla for a restroom break. The firemen enjoyed showing off their new station and looking at our cars. My group didn't know they were there, but they saw us pass.

We had another beautiful drive into the foothills on Raymond Rd., ending in the town of Coursegold. We turned north on Hwy 41 and stopped for fuel in Oakhurst. From there it was a short drive into Yosemite and to the Big Trees Lodge (formerly the Wawona Hotel). We arrived at 4:45pm after driving about 260 miles. The second group arrived about 15 minutes later.

Cars in front of Big Trees Lodge



After checking in, we gathered on the second floor back porch for the beginning of happy hour. We migrated to the second floor front porch (for our second happy hour) which provided a nice view overlooking the hotel grounds and the final rays of sun before it set



Happy Hour #2 on the front porch of Big Trees Lodge

Our dinner reservations were at 7 and we had two large tables for our group. This proved to be a frustrating experience for one table. We all ordered our food at about the same time. One table got their food 20-25 minutes later (typical). The other table (mine) didn't get their food for almost an hour and a half, and then not everyone's food came and some that did was cold. Terry and Martin were turned loose on the manager and in the end, we were all comp'd our meals. That was a small consolation for something that was the only black mark on our trip (so far).

After dinner, several of us enjoyed a piano player in the lobby lounge. He played and sang lots of old songs and told fun stories between them. The rest of the group went back to the second floor back porch for happy hour #3 or headed off for quite time in their rooms. We all slept well again.

Day #3 – Yosemite to Lone Pine

Due to the reroute, this was going to be our longest day. We got up early and were on the road by 7:30. Craig and I had a quick breakfast in the dining room (no issues this time!).

We backtracked on Hwy 41 thru Coarsegold and down towards Fresno. We stopped for a rest/fuel break in Madera, then continued into Fresno. We headed east on Hwy 180 and the farther out of town we got, the prettier the drive. We wound up into the hills a bit before turning south on Hills Valley Rd.

We dropped back down to the valley floor and zigzagged south following farming roads and spending part of our time on the Orange Blossom Trail – yes, there were LOTS of orange groves. We went thru the towns of Orange Cove, Orosi, Cutler, Hillmaid, Exeter and into Lindsey. This was done on a series of long straights and right or left turns traveling thru beautiful country on roads you never would think to drive as your normally driving up Hwy 5 or 99 at 75+ MPH heading to your northern California destination. What a treat to be on a trip that was more about the journey than the destination!



*Leonard and Judy's
MG in Exeter*

We stopped for gas and lunch in Lindsey. Lunch was at the Orange Works Café. We knew nothing about it ahead of time other than it was in the right place for a lunch stop. It turns out it is a very popular spot for locals. We got there shortly after they opened and there was already a line for food. We all ordered sandwiches and drinks (orange smoothies, juice, milkshakes, ice cream) and got a group of tables outside. The food and beverages were excellent.

As we were getting ready to leave, we noticed some coolant on the ground under Leonard's MG. We popped the bonnet and checked the level. It was OK, but there was definitely coolant leaking out what looked like a recent radiator repair. We tucked the MG in the middle of the group and continued south on Hwy 65 towards Bakersfield.

*How many guys does it
take to check on radiator
fluid?*



*In front of the Orange
Works Café*

This is the part of the trip I liked the least. Hwy 65 was on and off freeway. It did go thru some small towns, but as we got into Bakersfield, it was much less interesting. We had to get on Hwy 99 for a short distance. There was a lot of fast traffic (boo) and as we approached our Hwy 58 exit, there was construction which put us in stop-and-go traffic (double boo!). Then we got on Hwy 58 which was nothing like our first day. While the road was nice and wound up into the mountains thru Tehachapi, there were LOTS of SLOW trucks who all seemed to want to pass each other going uphill at 35 MPH (triple boo!!).

Leonard and Judy decided to head home as their car was overheating on and off. We were all on a group text, so they kept us apprised of their progress. As we were heading towards Lone Pine a little later, we got the good news they made it safely home (with several stops up the Grapevine to let the engine cool off). Judy reported that Leonard already had a list of things to do and get to fix the problem!

We did stop at Murray Family Farms for a fuel and bathroom stop. They offered a free basket of berries if you presented you fuel receipt. We got blackberries which were delicious.

About halfway up the hill towards Tehachapi, we got a text from Jean in the SAG wagon. Mike's TR6 was struggling uphill. We all got off at a gas station and waited. Continued texts from Jean kept us apprised of their progress. After about 20 minutes they arrived. We had scouted out a place out of the wind and we spent 20 minutes changing out his fuel pump. Things seemed better after that.



The mechanics "helping" Mike replace his fuel pump

We continued east on Hwy 58, then merged north on Hwy 14 towards our next stop at Red Rock Canyon. The turn was a bit confusing and our well rested and quick acting leader at the time missed it. No one was too bothered by it though as it was hot and getting late and we were all anxious to get to Lone Pine.

We stopped for a stretch/bathroom break in Pearsonville. My TR4 was running rough – apparently on 3 cylinders. Not wanting to troubleshoot it in the heat and wind, we soldiered on to Lone Pine.

We pulled into the Dow Villa Motel at 5:40 after driving 375 miles. All our rooms were along a single story section of the hotel which was perfect. Some showered right away. Others decided they needed beer to quench their thirsts. They headed over to the Totem Café and found a great spot outside (in the shade) to pull some tables together to enjoy some suds.



*Washing down the dust
after a long day on the
trail, errr road*

Others trickled in and eventually all 20 of us were there. Most enjoyed dinner there while Pam and I, and the Cooks headed to Bonanza Mexican Restaurant. We all had good meals.

I bugged out from dinner early so I could troubleshoot my rough running problem before it got dark. I started the car and pulled spark plug cables one at a time and determined the #1 cylinder was not firing. I pulled the spark plug and shorted it to the block and cranked the engine. Good spark. Hmmmm, it was starting to sound more serious. I pulled the valve cover and hand-rotated the engine and found the #1 cylinder intake valve was not opening. I pulled the rocker arm assembly to check the pushrod which was OK. So my conclusion was a flattened cam lobe. Crap.

By this time, everyone was back from dinner and I had lots of “help” sorting thru options (change the oil and filter and drive it home, rent a U-Haul and tow it home, drive home in the SAG wagon and get my truck/trailer and come back for the car, AAA). None were ideal for a variety of reasons, so I decided to (finally) take a shower and call it a night.

Day #4 – Lone Pine to Ventura (Home)

Sleep was restless as I churned thru the options in my mind. I got out of bed about 6:30 knowing I wasn’t going to drive it home, but still not settled on a plan. Pam called AAA and found they could have a flatbed there in 90 minutes and take us all the way home for \$144 (we were 18 miles over our 200 mile limit and at \$8 per mile, that’s what got us the \$144). Decision made! It was cheaper than any other alternative and would get us home the quickest.

The group ate breakfast and pondered their options. Mike’s cars was missing again, Neal’s car was sputtering on and off. Jack’s car was missing too (found loose spark plug). Martin’s car started vibrating above 55 MPH and the speedo hadn’t worked for the last 950 miles. Basically, our LBC’s were showing their heritage.

The group headed off at 8:30 while Pam and I waited for our tow. From here I’ll turn the story over to Neal (see the end for the rest of the Justin’s story).

The day started off with a somber note as we all realized that we were losing our fearless leaders (Pam and Joel), this, after losing Leonard and Judy just one day before. We were down to 8 cars now, and each of us were having rekindled doubts about being able to finish this thing, and each of our cars were having doubts of their own.

As was our regular morning practice, we called the group together out in the parking area and gathered around our cars to discuss the upcoming day and its route. We discussed an optional trek home that would be shorter, quicker, and possibly less stressful on the cars and drivers, which was to head down the 395 to the 14, to the 5, and then to the 126 back to Ventura, but there was a unanimous decision by all involved to stay true to our day #4 route, and to accept our destiny and just deal with any circumstances that might come up (including the definite possibility that Mike and Sandra might end up on a flatbed also).

So as we all pulled out of the Dow Villa's parking lot heading South on the 395, with the peak of Mt. Whitney to our right, and waving goodbye to Joel and Pam, we refueled at the local Chevron, then gathered at the Eastern Sierra Interagency Visitor Center. Mike's car was running absolutely horrible. It was firing on only five of the six cylinders, and was burning more oil than leaked out of all of our cars combined (about a quart every 150 mi.), so Craig Peterman and Mike quickly installed a brand new set of spark plugs hoping that would help the situation. We then pulled out and headed South towards home.

Our next planned stop was 67 miles away at the Indian Wells Brewing Company, just off Hwy. 14. Maggie called ahead to let them know that 20 British car nuts were about to descend upon them, and asked if they could set up a tasting and tour of their brewery, which they did and graciously welcomed us. This turned out to be a very enjoyable stopping spot for the entire group. We had a great tour of their brewery that produces not only 16 different varieties of craft beer, but also 10-15 different flavors of creatively named sodas. Their retail and tasting room was great entertainment with many nostalgic signs, posters and memorabilia.



Continuing south on Hwy 14 for a few more miles, we turned off and headed West on Hwy 178 towards Lake Isabella. This two-lane road was a steady (but gradual) climb up into and through the Kern River Preserve which was full of beautiful vistas, rolling golden grass covered hills, and expansive views out over and along Lake Isabella that was covered in white caps from the steady westerly wind blowing across our bonnets.

After 50 easy miles cruising the Isabella Walker Pass Rd. (Hwy 178), I purposefully blew past the offramp to our lunch stop in the City of Lake Isabella, and took an optional exit further down the road to get to our destination so we could arrive with the wind at our backs verses the wind in our faces (that's my story... and I'm sticking with it!).

After re-fueling and a hearty lunch at The Pizza Factory in Lake Isabella, with Mike's car still huffing and puffing but keeping up like the Energizer Bunny, we headed off west again on Hwy 178 through what was Maggie's and my favorite section of the entire trip. We will remember this canyon road, and drive it again and again as we move through life... it was that good.

Neal enjoying a beer at Indian Wells Brewery – don't stay too long or you'll turn into that guy in the barrel

Walker Pass with the raging Walker River



The road twisted, climbed and dropped, and twisted some more as it ran high above, along, and then nearly on top of the Kern River. The river was at full flow and at full speed because they are desperately discharging water from Lake Isabella so the lake doesn't have any *damn* issues from snow melt. I was leading the group through the canyon, and to try and take in as much of the experience as possible, I set a slower pace than usual to avoid gear shifts and steering corrections... just a nice leisurely, twisty drive with a roaring river outside the passenger door.

The next 50 miles were sheer hell for me with straight roads skirting the east side of Bakersfield, a section of stop lights, a freight train crossing, and then passing over the super highways Hwy 99 and Interstate 5, to our last fueling stop just south of Taft, before we headed back up into the mountains and through the Los Padres National Forest. On this last leg of the trip, we could feel home getting closer and closer as each mile peeled away.



Cars stopped at railroad crossing

Mike and Sandra's car just wouldn't quit. It was mortally injured, and God only knew what was wrong with it, but it kept running and kept up with the gang.

Our very last stop was for a stretch and a break at the Wheeler Gorge Visitor Center, just a few miles north of Ojai, but when we arrived about 4:30, the Visitor Center was closed, so we parked in the open parking lot outside of their gates, hoisted ourselves from our seated positions, used the facilities in the RV camp site across the road, then walked around and hung out for 30 minutes or so swapping stories of the day's adventure. This was our final time together on this trip, and it was bittersweet as we were all tired and wanted to get home, but we also didn't want the journey to end. Finally, we succumbed to our exhaustion, lined up and took group photos, gave each other hugs, handshakes and high fives, then individually headed out on our own to drive the rest of the way and give our LBS's (Little British Superstars) the rest they much deserved. This trip was absolutely fantastic, and proved that we (and our little roadsters) still got it!



Day #4 – The Justin's Version

Our tow truck didn't show up until 10:45 – about 3 hours after we called. That was OK. AAA kept us informed with texts, so that gave Pam and I a chance to wander around Lone Pine. We shopped a bit and saw the last remaining section of adobe wall left from a destroyed house during the 1872 earthquake. While we were waiting, we got a text from Jean saying they just passed a flatbed tow truck heading north, so we knew they were getting close.

Our driver was a stereotype desert rat. Well tanned with a long scraggly goatee and a limp, and as friendly as could be. After loading the car up, we were on the road by 11:00 am. He set the cruise at 68 and we traveled in comfort (read "air conditioning") south on Hwy 395. The truck was an extended cab so Pam sat in the middle in the back seat while I rode shotgun.

TR4 on the flatbed



We stopped in Mojave (his home base) for fuel and snacks, then continued on. We arrived at home a little after 3:00 pm. After getting the TR4 on the ground, I drove it into the Paddock (our name for our new garage). After unpacking and since we were home early, Pam and I removed the bonnet and I started draining fluids in preparation for pulling the engine.

Afterthoughts

After we got home, we kept up on group texts and saw that everyone got home safely – in the 6:00 pm timeframe. There was unanimous agreement that the trip was a blast and everyone couldn't wait until the next one. I'm not sure what Neal and I have started, but it looks like another Mille is in our future. Actually, we already have a preliminary route in the works, which will certainly go thru iterations before we finalize it – just hopefully not as radical ones as this year's! We are collecting additional feedback from everyone so we are sure to keep elements everyone likes and make changes on things where there's room for improvement.

One thing we all agreed on was that the group can't be too big. This year's participants will get first crack at signing up for the next Mille, so if you didn't go this year and after reading this decide you want to expose you and your car to one, be sure to sign up early when you see the email (probably in the fall).

Postscript

I got my engine torn down and sure enough, the #1 intake lobe on the cam was gone. Except for the 1st and last lobes on the cam (which were in perfect shape), all the others were pitted and worn. The block and crankshaft are at the machine shop being hot tanked, turned and having new cam bearings installed. The replacement cam, bearings and other bits are sitting in the paddock impatiently awaiting the block and crank's return.

Mike pulled his head and discovered a broken valve cap. That explains his 5 cylinder problem – no compression in that cylinder. He decided to do a complete engine rebuild since he just got the car and doesn't really know its history. He's probably only a few days behind me at the machine shop!



Our fearless leader



Photo by Martin Keller



Highway 33 somewhere north of Ojai
by Terry Schuller



Raging Kern River
By Subics







Central Coast British Car Club Regalia

Short Sleeve T-Shirt - \$8.00 ea
 Long Sleeve T-Shirt - \$12.00 ea
 Polo Shirts – \$13.00 ea (XL & XXL \$15.00 ea)
 Polo Shirts with pocket - \$15.00 ea (XL & XXL \$17.00 ea)
 Crewneck Sweat Shirt - \$16.00 ea (XL & XXL \$21.00 ea)
 Hooded Pullover Sweat Shirt - \$22.00 ea (XL & XXL \$27.00 ea)
 Full Zip Hooded Sweat Shirt- \$27.00 ea (XL & XXL \$32.00 ea)
 Grill Badge - \$30.00
 License Plate Frame - \$15.00
 Key Fob - \$10.00
 Lapel Pin – \$3.00

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.

Please provide your name, size and desired item. If you want a shirt by the July car show, please get your order and money to me by June 15th. Checks are preferred but cash will be taken (correct amount is appreciated)

Club business cards available, no cost, keep a few in your car to give to people who might like to join

