

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 40 Number 67 Aug, 2024

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Martin Leung's First British Car 1970 TR 6



Cont. on pg. 4

BUSINESS INFO



GENERAL MEETINGS:

2023 Meeting Dates, first Tues of each month.
We will meet at the Black Bear Diner, 2401 E. Harbor Blvd. Ventura (in the old Carrows)

2024—Aug. 3, Sept. 3, Oct. 1, Nov. 5, Holiday Party Dec. 8

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 at least 10 a year.

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 Eric Baldwin, thebaldwins@roadrunner.com

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 \$15.00 for mailed newsletters, payable with your dues.

Central Coast British Car Club, Inc. is a NONPROFIT Mutual Benefit Corporation registered in the State of California

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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



CURSE OF THE ASSORTMENT PACK

I don't know about you, but when I work on my cars, I never seem to have the right size nut, bolt, washer, grommet, screw, clamp or whatever it is that I suddenly need to finish my repair. My problem is exacerbated by the fact that my collection covers many different vintages, makes and models, foreign and domestic. My collection is also constantly changing, so having a consistent supply of any one type of part is challenging. Do I buy a surplus or just the one part I need at this moment? I hate having to stop a project because I only have a coarse thread of the bolt I need in a fine thread, or having to run to the parts store because I inevitably am missing the right size clamp, bracket, filter, metric/English or whatever the item.

So how to solve this problem, well, buy the assortment pack of course! Some of everything for only a few dollars more! I buy grease fittings, cotter pins, screws, coarse and fine thread nuts and bolts, hose clamps, exhaust clamps, and anything I can think of. I stock up on extras I will most certainly need; that way, the next time I need a cotter pin or specific nut or grommet, I will have a buffet of choices to choose from right at my fingertips worthy of any professional garage.

Sadly, that feeling of garage utopia never arrives and remains elusive to this day. Either, the size and thread of the screw I need is not among that expensive and massive assortment, and I still have to run to the store or, I discover that the day I bought the 25-hose clamp assortment is the day I reached peak hose clamp usage. In fact, they might be breeding in that drawer, I don't remember buying all of those?

Speaking of breeding, I think there is something going on in my spray paint cabinet too! If my garage ever gets raided, the authorities are going to think I am supplying the graffiti gangs! I must have several cans for every car I have ever owned and several for, well, I have no idea what those are doing in there. Then there are the various lubricants and chemicals that will unstick just about anything other than what I am trying to free up. OSHA might require me to wear a hazmat suit in my own garage.

Oh well, if nothing else, I will leave my heirs a fantastic nest egg of miscellaneous “Assortment Packs” no one can use. Happy wrenching!

Cheers,
Ted



Cover Shot by Martin Leung



This was only my second car in my young life of 20 years; the first being a 1969 Olds Cutlass. Living in New York City was not exactly the ideal place to be cruising around in a LBC. The streets and highways were strewn with potholes not to mention the rain and snow in winter. But what did I know or care? I was young.

I remember driving with the top down-in summer, of course-with my buddy in the passenger seat and a couple of gals cramped behind the seats. Seeing now how small these LBCs are, I don't know how we did it. Like I said, we were young and probably a lot thinner. The TR6 was not a practical car for the city and it rattled throughout the streets of NYC. It certainly didn't do well in cold climate. I remember driving a couple hours out to a track in Long Island to watch some races and I froze my butt even with the heater on full blast and towels stuffed in the gaps of the convertible top. I was young.

During that era of early to mid 70s muscle cars were definitely the rage. However, my friends and I were into how a car handles going around curves rather than straight line performance. My friends had cars such as: Fiat X1/9, Datsun 240Z, Opel Manta, Mercury Capri with V6 & manual gearbox and BMW 2002. All great, fun cars that I wouldn't mind having now. Any of those cars would probably be worth 3x or more what they were IF you could find one.

Back to my 1970 TR6, I only had that car for a couple years. It eventually fell victim to one of the problems of living in a large, metropolitan area, which is theft. One day I went out to the street where it was parked-no garages in the Lower East Side of Manhattan-and it was nowhere to be found. Fortunately, I had full coverage insurance and eventually was reimbursed. That was the end of my experience with LBCs.

Fast forward almost 50 years and I have another TR6. This is one of my retirement projects which is still in progress after a few years.

NEW DATE FOR CCBCC CAR SHOW THIS YEAR



The date for our car show has moved up to September 22. Please see page 7,8 for information on the show and for registering. If you want the free T-shirt you need to register by Aug. 22.



Classic/Exotic Car and Motorcycle Show 2024

Calling all Classic/Exotic Car and Motorcycle Owners!

A small fee of \$30.00* gets your vehicle, you and one passenger will see the most amazing air and car show! All proceeds from the event go directly to deserving charities that serve and strengthen our Community. It will be a fantastic fun-filled weekend for all.

All ticketing is online; no CAR SHOW gate sales.

Get to the show early, we will start accepting car show vehicles onto the airshow grounds at 7:30 AM. Car show entrance gate closes at 9:00 AM.



Neal Subic, long time club member as offered to organize the morning so all British cars can get in together early.

The show is Saturday August 17 & Sunday August 18, and it is an awesome Air Show with an excellent car show that's integrated into the event.

I have already registered myself for Saturday the 17th, so if you are interested in going that day and parking together to represent the CCBCC, use the registration link below. The cost is \$30 for one car and it includes the driver's entry plus one passenger's entry in the price of registration.

Please email or call/text me if you have any questions, or if you have registered so I can coordinate the meeting time/location before the show so we can all drive in and park together.

Cheers!

Neal Subic
(805) 258-1182

<https://tickets.wingsovercamarillo.com/orderticketsarea.asp?p=205&a=249&src=eventperformances>

Picture from Ojai Cars and Coffee July 14, 2024 By Martin Keller



Car Show at The Palms Senior Facility



The Palms Senior living facility in Ventura is holding its car show again this year. Help bring some memories back to the residents by bringing your classic car!

The Palms at Bonaventure
111 North Wells Rd.
Ventura, CA

Thursday, August 29th
10am-noon

Raffle/food/entertainment

Contact John White for registration
805-647-0616

Car spotting, London 1960's



CCBCC 33rd Annual Car Show



33rd Annual CCBCC *BRITISH CAR SHOW*



Sept 22, 2024 at Channel Islands Harbor Park, Oxnard, CA

Celebrating the CCBCC's 40th Anniversary

All British Vehicles Welcome

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 – FOOD TRUCKS

Registrant check-in 7:30 to 10:30am – show is from 9am to 2:30pm

Registration for CCBCC Car show—Sept. 22, 2024



Channel Islands Harbor Park, 3600 Harbor Blvd, Oxnard California

Registrant check-in 7:30 to 10:30 am – Show is from 9 am to 2:30 pm on 9/22/2024

REGISTRATION FEES: \$35 per vehicle for CCBCC members
\$40 per vehicle for non-members

Event shirts are **not** included for registrations received **after** August 23rd or on day of show

APPLICANT NAME _____ CLUB _____

ADDRESS _____ PHONE # (____) _____ - _____

CITY/STATE/ZIP _____ / _____ / _____

E-MAIL ADDRESS _____

VEHICLE #1: MAKE _____ MODEL _____ YEAR _____ COLOR _____

VEHICLE #2: MAKE _____ MODEL _____ YEAR _____ COLOR _____

A free Event T-Shirt is included with each vehicle registration received prior to September 1st
A limited number of T-Shirts will be available for purchase on the day of the show for \$15

Vehicle #1 T-shirt size: XXL XL L M S (Circle One)

Vehicle #2 T-shirt size: XXL XL L M S (Circle One)

Additional T-Shirts (\$15 each): XXL ____ XL ____ L ____ M ____ S ____

Total Registration Fees (including any additional T-Shirts) \$ _____

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. Non-member registration fee includes one day club membership.

SIGNATURE _____ DATE ____/____/____

Make Checks Payable to: CCBCC
Mail To: CCBCC Car Show
2674 East Main Street #E614
Ventura, CA 93003

PayPal Account Information: Log into your
PayPal account and send money to:
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: TED CARLSEN t-carlsen@roadrunner.com

Registrar: JOEL JUSTIN j_bar_j@hotmail.com

www.centralcoastbritishcarclub.com



Mate's
PINEDORADO
Car Show



2024

CAMBRIA - CALIFORNIA

SUNDAY - SEPTEMBER 1ST - 2024

Open Show! All Years and Makes!

WWW.CAMBRIALIONS.ORG/CARSHOW

ENTRY FEE \$65 THRU AUG 1ST...\$80 THEREAFTER - ALL REGISTRANTS RECEIVE T-SHIRT/MAGNET/GOODIE BAG
Entry Fee is a Donation - NO REFUNDS - All Proceeds Go To Cambria Lions Charities



GERBER AUTO SERVICE



HONORING FOUNDER NATE FEARONCE: 90TH BIRTHDAY CELEBRATION!

**NATES PINEDORADO CAR SHOW
SUNDAY, SEPT 1ST, 2024 • 10AM TO 3PM**

CLASSES AND AWARDS

- A. 1900 - 1920 STOCK
 - B. 1900 - 1920 MODIFIED
 - C. 1921 - 1940 STOCK
 - D. 1921 - 1940 MODIFIED
 - E. 1941 - 1960 STOCK
 - F. 1941 - 1960 MODIFIED
 - G. 1961 - 1980 STOCK
 - H. 1961 - 1980 MODIFIED
 - I. 1981 - 1999 STOCK
 - J. 1981 - 1999 MODIFIED
 - K. BEST 21ST CENTURY VEHICLE STOCK (2000 TO PRESENT)
 - L. BEST 21ST CENTURY VEHICLE MODIFIED (2000 TO PRESENT)
 - M. BEST TRUCK STOCK ALL YEARS
 - N. BEST TRUCK MODIFIED ALL YEARS
 - O. BEST FOREIGN SPORTS CAR
 - P. BEST AMERICAN SPORTS CAR
 - Q. BEST MOTORCYCLE STOCK ALL YEARS
 - R. BEST MOTORCYCLE MODIFIED ALL YEARS
 - S. BEST ELECTRIC VEHICLE
 - T. SPECIAL INTEREST (TRACTOR, COMMERCIAL, RACE CAR, ETC)
- LIONS CHOICE
 - BEST OF SHOW
 - FOUNDERS AWARD
 - BEST HOT ROD
 - BEST STREET ROD
 - BEST MUSCLE CAR
 - BEST PATINA
(BARN FIND, RAT ROD, ETC.)

**ENTRY \$65 THRU AUG 1ST
\$80 THEREAFTER**

**ENTRY FEE IS A DONATION... NO REFUNDS
ALL PROCEEDS GO TO
NON PROFIT 501C3 LIONS CHARITIES**

**VEHICLES MUST ARRIVE TOGETHER EARLY IN
ORDER TO EXHIBIT TOGETHER**

CHECK IN: 8AM AWARDS: 2:00PM

**ONLINE PAYMENTS CAN BE MADE AT:
WWW.CAMBRIALIONS.ORG/CARSHOW**

**EMAIL COMPLETED REGISTRATION FORM TO:
CARSHOW@CAMBRIALIONS.ORG**

**SHOW CONTACT:
MARISSA POWELS
818-809-7910**

REGISTRATION

NAME (PRINT): _____

EMAIL ADDRESS*: _____ ** FOR CONFIRMATION*

ADDRESS: _____

CITY: _____ **ZIP:** _____ **PHONE:** _____

YEAR VEHICLE: _____ **MAKE/model:** _____ **CLASS:** _____

LIABILITY RELEASE: IN CONSIDERATION FOR THE ACCEPTANCE OF THE RIGHT TO PARTICIPATE, ENTRANTS, PARTICIPANTS, AND SPECTATORS, BY EXECUTION OF THIS ENTRY FORM, RELEASE AND DISCHARGE THE LIONS CLUB OF CAMBRIA, THE COUNTY OF SAN LUIS OBISPO, ANY AND ALL SPONSORS, THEIR REPRESENTATIVES, AND ANYONE ELSE CONNECTED WITH THE 2024 PINEDORADO CAR SHOW, FROM ANY AND ALL KNOWN DAMAGES, INJURIES, LOSSES AND/OR CLAIMS FROM ANY CAUSE WHATSOEVER THAT MAY BE SUFFERED BY ANY ENTRANT TO HIS/HER PERSON OR PROPERTY. FURTHER, EACH ENTRANT AGREES TO INDEMNIFY ALL OF THE FOREGOING ENTITIES, FIRMS, PERSONS AND/OR BODIES FROM ANY AND ALL LIABILITY OCCASIONED OR RESULTING FROM THE CONDUCT OF ENTRANTS OR PARTICIPANTS ASSISTING OR COOPERATING WITH ENTRANT AND UNDER THE DIRECTION OR CONTROL OF ENTRANT.

SIGNATURE OF ENTRANT: _____ **DATE:** _____

PLEASE INDICATE THE SIZE OF YOUR EVENT TSHIRT & ANY ADDITIONAL SHIRTS - PRE-ORDERS ARE \$25 EA.

T-SHIRT QUANTITY/SIZE: SMALL _____ MEDIUM _____ LARGE _____ XL _____ 2X (\$28) _____ 3X (\$28) _____

IF T-SHIRT SIZE IS NOT SELECTED YOU WILL RECEIVE A SIZE LARGE THE DAY OF THE EVENT

MAKE CHECKS PAYABLE TO: Pinedorado Lions Foundation - 1241 Knollwood Drive #74 Cambria, CA. 93428

THE ROVER V8 ENGINE



The Rover V8 engine is a engine with aluminum cylinder originally designed by General produced by Rover in the United wide range of vehicles from over several decades



compact V8 internal combustion heads and cylinder block, Motors and later re-designed and Kingdom. It has been used in a Rover and other manufacturers

The Rover V8 began life as the engine introduced for the 1961 was lightweight, at just 144 kg power outputs: the most powerful 200 hp (149 kW), and the very turbocharged version made 215

Buick 215, an all-aluminum model year. The compact engine (318 lb), and capable of high-Buick version of this engine rated similar Oldsmobile "Jetfire" hp (both numbers SAE gross).

Based on sales volume and press reports, the engine was a success. Buick produced 376,799 cars with this engine in just three years. A comparable number of Oldsmobile 215 engines were produced. The aluminum engine was relatively expensive to produce, however, and it suffered problems with oil and coolant sealing, as well as with radiator clogging from use of antifreeze incompatible with aluminum. As a result, GM ceased production of the all-aluminum engine after 1963, although Buick retained a similar iron engine [1964-1980], as well as a V6 derivative [1962-2008] which proved to have a very long and successful life.

In January 1964 Rover gave American operations head J. Bruce McWilliams permission to investigate the possible purchase of an American V8 engine for Rover cars. It is usually said that McWilliams first saw the Buick V8 at the works of Mercury Marine, where he was discussing the sale of Rover gas turbines and diesel engines to the company (Mercury did indeed use the Land Rover diesel engine in marinized form). However, it seems unlikely that McWilliams was unaware of the Buick engine before this. In any case, McWilliams realized that the lightweight Buick V8 would be ideal for smaller British cars (indeed, it weighed less than many straight-4 engines it would replace. McWilliams and William Martin-Hurst began an aggressive campaign to convince GM to sell the tooling, which they finally agreed to do in January 1965. Retiring Buick engineer Joe Turley moved to the UK to act as a consultant.

As well as appearing in Rover cars, the engine was widely sold by Rover to small car builders, and has appeared in a wide variety of vehicles. Rover V8s feature in some models from Morgan, TVR, Triumph, Land Rover and MG, among many others. The first use of the engine by a UK maker was actually Warwick who fitted the engine, purchased directly from Buick, to the stillborn Warwick 305GT. They have even been used in light aircraft due to their light weight and high-power output.

The Rover V8 has long been virtually the standard engine for hot rod use in Britain, much as the Chevrolet small-block V8 is for American builders. Even in the US there is a strong contingent of builders who select the Buick or Rover aluminum V8 engine for use in small sporty cars like the MG MGB and the Chevy Vega. (Note also that the 1964 Buick iron-block 300 cubic inches (4,900 cc) engine had aluminum cylinder heads and a longer stroke crankshaft which with minor modifications can be used with the Buick 215 or Rover engine blocks to produce a high output, very light weight V8 with displacement of up to about 300cid). (The 300 crank in the 215 block yields 260 cubic inches (4,300 cc))

The demise of the MG Rover Group in 2005 led to a halt in production of the famed "name" Rover V8 after 40 years. The last Rover to have a real Rover V8 was the Rover SD1 Vitesse which was replaced

THE ROVER V8 ENGINE continued



by the Rover 827 Vitesse with a 2.7 Honda V6 unit, The Rover V8 remained with Land Rover until being sold to Ford by BMW. However, Land Rover desired for production of the engine to continue, and they arranged for production to restart in Weston-super-Mare under MCT, an engineering and manufacturing company. Although Land Rover has switched to the Jaguar AJ-V8 engine for new applications, MCT will continue limited production of the engine for the indeterminate future, supplying engines for aftermarket and replacement use.

It is also interesting to note that the "Rover V8" based on the Buick design was not the first V8 produced by Rover. When the Rover Co was having engineering differences of opinion with the development of the Whittle turbine engine, the Wilks' did a deal with Rolls-Royce to swap technologies. The turbine engine project went to Rolls-Royce and Rover Co took over the V12 Meteor production used in the Centurion Tank. From this a V8 variant was developed the Rover Meteorite, also known as Rolls-Royce Meteorite, was a V8 petrol engine of 18.01 liters (1,099 cu in) capacity. In essence it was two-thirds of a V12 Meteor, and it shared the Meteor's 60° vee angle. Meteorites were built for vehicles, for marine use and as stationary power units.

As the aluminum block made this engine one of the lightest stock V8s built, it was an obvious choice for use in racing. Mickey Thompson entered a car powered by this engine in the 1962 Indianapolis 500. From 1946 to 1962 there hadn't been a single stock-block car entered in this famous race. In 1962 the Buick 215 was the only non-Offenhauser powered entry in the field of 33 cars. Rookie driver Dan Gurney qualified eighth and raced well for 92 laps before retiring with transmission problems.

The Australian firm Repco converted this engine for Formula One by reducing its stroke to some 61 mm (2.4 in) to give 3 L (~183 cu in) and fitting a single overhead camshaft per bank rather than the shared pushrod arrangement. Conrods from the Daimler 2548 cc V8 were used. Repco-powered Brabhams won the F1 championship twice, in 1966 and 1967 For the 1968 season, the Repco engine was fitted with new four-valve, dual overhead camshaft heads. This made the engine roughly as powerful as the Cosworth DFV, but proved to be too much for the stock block, which broke on many occasions. Repco also experimented with 4.2 L (~256 cu in) derivatives of the Rover V8, to some success despite problems with massive vibration.

The Rover version of this engine was extensively developed and used for rally racing, especially in Triumph TR8 sports cars.

3.5

The initial Rover version of the engine had a displacement of 3,528 cc (215.3 cu in). The bore was 88.9 mm (3.50 in) and the stroke was 71.0 mm (2.80 in). It used a sand-cast block with pressed-in iron cylinder liners, and a new intake manifold with two SU carburetors. The Rover engine was heavier but stronger than the Buick engine, with a dry weight of about 170 kg (375 lb). It was first offered in the 1965 Rover P5B saloon, initially making 160 PS (118 kW; 158 hp) at 5200 rpm and 210 lb·ft (280 N·m) of torque at 2600 rpm on 10.5:1 compression.

3.9/4.0

The 3.9 L Rover V8, a bored-out version of the original 3.5 L engine, was used in several Land Rover vehicles, TVRs, and the MG RV8.

Land Rover used a 3,946 cc (3.946 L; 240.8 cu in) version of the Rover V8 through the 1990s. Bore was increased to 94.0 mm (3.70 in) and stroke remained the same at 71.0 mm (2.80 in). Revised in

THE ROVER V8 ENGINE *continued*



1995 (and thereafter referred to as a 4.0 to differentiate it from the earlier version, although displacement remained the same at 3946 cc) with a new intake and exhaust system, extra block ribbing, revised pistons, and larger cross-bolted main-bearings. The 1995 4.0 produced 190 hp (142 kW) and 236 lb·ft (320 N·m) .

Production of the 4.0 ended in 2001. The final version of the engine, used in the Land Rover Discovery, produced 188 hp (140 kW) at 4750 rpm and 250 lb·ft (340 N·m) at 2600 rpm.

4.2

Land Rover extended the 3946 cc engine for the top LSE specification of the Classic Range Rover. The 4.2 L engine had a displacement of 4,275 cc (260.9 cu in), and used the crankshaft castings from the failed "Iceberg" diesel engine project. Bore remained the same at 94.0 mm (3.70 in), while stroke increased to 77.0 mm (3.03 in).

4.6

In 1996, Land Rover enlarged the Rover V8 to 4,552 cc (4.552 L; 277.8 cu in). The bore remained the same size as the previous 4.0 at 94.0 mm (3.70 in), but the engine was stroked by 10.9 mm (0.43 in) giving 82 mm (3.2 in) in total. Output was 225 hp (168 kW) and 280 ft·lb (380 N·m).

Production of the 4.6 ended at Solihull, UK, in 2002. The final version, used in the Range Rover, produced 222 hp (166 kW) at 4750 rpm and 300 ft·lb (407 N·m) at 2600 rpm.

The last mass-produced application of the Rover V8 was the Land Rover Discovery, up until the vehicle was redesigned in 2005. It is still used by some hand-built sports cars built by some independent manufacturers.

5.0

A 5-liter 4,997 cc (4.997 L; 304.9 cu in) variant of the Rover V8 was used in two models by British sportscar manufacturer TVR. The bore was 94.0 mm (3.70 in) and the stroke was 90.0 mm (3.54 in). These models, the Griffith and Chimaera used the 5-liter unit in their top-end specifications. The factory quotes up to 340 bhp (254 kW) and 350 lb·ft (475 N·m) of torque.

Moreover, in the mid-1980s, hot rodders discovered the 215 could be stretched to as much as 305 cu in (5 l), using the Buick 300 crankshaft, new cylinder sleeves, and an assortment of non-Buick parts. It could also be fitted with high-compression cylinder heads from the Morgan +8. Using the 5-liter Rover block and crankshaft, a maximum displacement of 317.8 cu in (5,208 cc) is theoretically possible.

-Courtesy of Wiki

Car spotting, London 1960's



FREE: Heavy duty tow bar for a Triumph TR6. Great for towing without a trailer!

Contact Randy Manes at 3hotwires@gmail.com



EARLY MG GRILL BADGE by Tanny O'Haley



Last year the grill badge on my 1967 MGB GT disappeared and I purchased a replacement badge from Moss Motors. The new reproduction MGB grill badge from Moss is nicely designed and looks good.

However, as nice as it is, it isn't the stock design for the early MGB. I went down a rabbit hole on this one. The letters of the new badge are rounded on the surface and raised from the background where the original letters were flat on the surface and raised from the background.



The badge itself was also slightly bowed where the current badge is flat. OEM badge from box. If you look closely you can see that the background is wavy.

The original badge had a red reflective surface which the UK outlawed because at night it looked like a red light on the front of your car. In 1962 they came out with a badge that had wavy lines on the background that didn't act as a red reflector.

Sometime in 1963 they came out with a badge that had a red background. The original badges had four locator posts and a different way of holding the badge to the grill plinth with a screw.



Three-quarter view of OEM badge showing that it is bowed and the letters are flat and stand out from the surface.

Old worn out badge that shows the wavy background and evidence of the four locator posts. You can see that the badge is bowed.



Back of badge showing four locator posts



Another original badge showing that it is bowed and the letters are flat and raised up from the surface. You can also see evidence of the four locator posts.



The original hardware used to mount the badge.



Double sided sticky tape on the new badge and ready to be mounted to the grill plinth.

I'm a little concerned that some of the "chrome" backing came off with the double sided sticky tape even though it had not been pressed onto the badge.

While waiting for the new replacement badge to arrive I replaced the missing badge with a Cloisonné badge I bought years ago that had faded. You can see how much nicer the new Moss Motors badge looks and that the letters on the old badge don't stand out as far as the original badge.



The old faded Cloisonné badge and the new replacement badge.

I gathered this information from the MG Experience website and the following link.

<https://www.britishcarforum.com/bobmuenchausen/22801.html>

This was the Windmills and Cars Show that stopped after the pandemic

2ND ANNUAL VIKING CHARITIES CLASSIC CAR SHOW

BENEFITING THOSE IN SANTA BARBARA COUNTY WITH MEDICAL NEEDS



VIKINGS OF SOLVANG

Registration Open
Thursday, July 4th

- Open to cars, trucks & Motorcycles from 1999 or older.
- Specialty Vehicles Considered (see website for more info)
- Sponsorship & vendor opportunities are available.



Friday, October 18th

- 5-9 PM Fundraising dinner at Mendenhall's Museum of Gasoline Pumps & Petroliana, Buellton

Saturday, October 19th

- 10 AM - 5 PM Viking Charities Classic Car Show in downtown Solvang
- Oktober Fest Beer & Wine Garden



For more info. go to www.vikingcharitiesinc.com/carshow



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Proud Sponsor of the 2024 CCBCC annual car show



Images from the Woodie Show by Dave Reid



My 1971 Morris Minor Traveler



Can't beat the view



This Town and Country by Chrysler was for sale for \$135,000

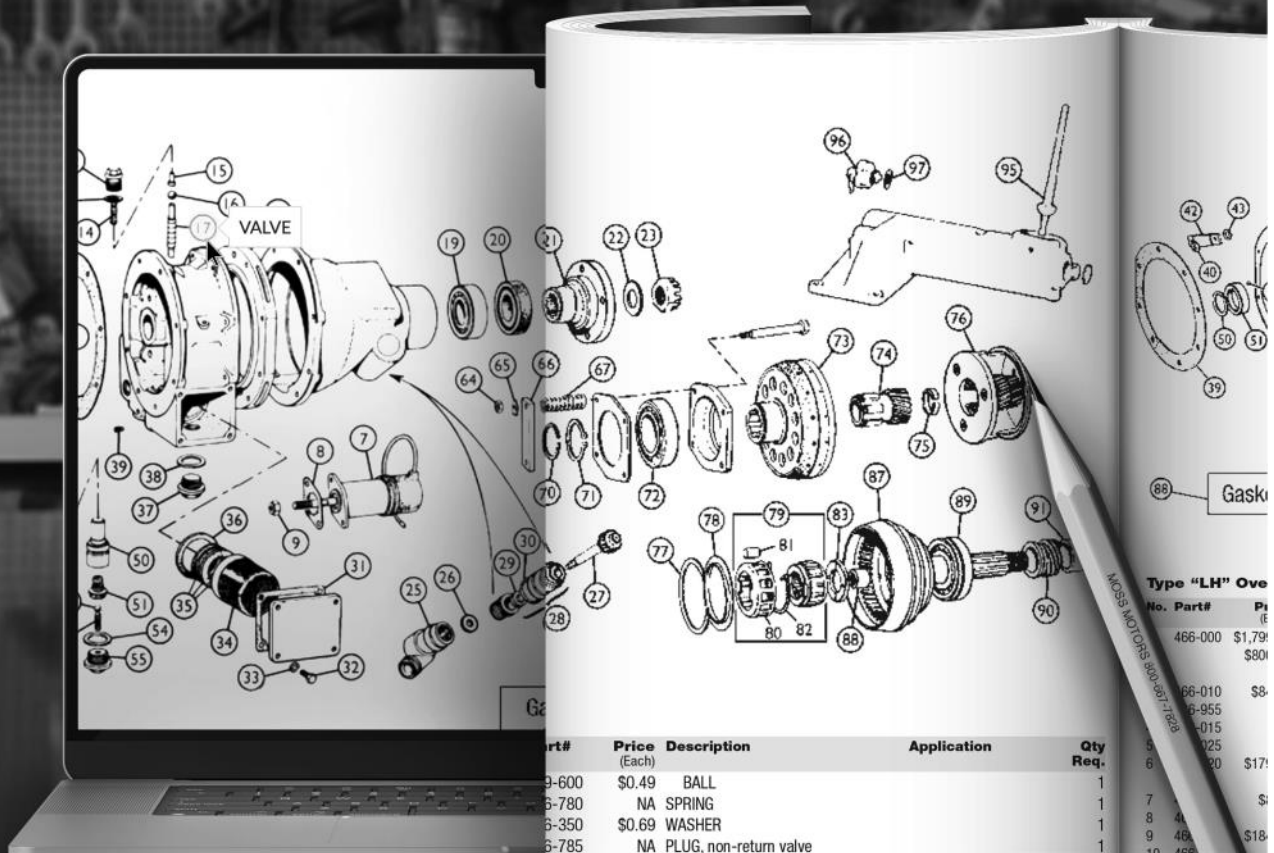


See the Pedal car with a boat trailer in front





Old School Meets *Future Cool.*



Moss catalogs, with exploded view schematics, were created to make life easier for British car owners. And when you shop with us online you'll find the same schematics. It took a bit of programming to be able to click the part you want to buy, but that old school touch is here to stay. **Give it a try at MossMotors.com.**



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CCBCC MEMBERS ONLY TECHNICAL SUPPORT



The following Club members have **very generously volunteered** to be technical advisors for the club. Please reach out to them if you have questions about a make or specific model or need technical assistance.

Jean Preis

ASE certified mechanic

Jaguar, Land Rover, all makes, electrical issues

katwrench@aol.com

Kelvin Dodd

Tech support for Moss Motors

MGA-MGC, all makes, electrical issues

KelvinD@roadrunner.com

Joel Justin

Lifetime Triumph devotee

Triumph TR2, TR3, TR4, TR6, GT-6 General information

J_bar_J@hotmail.com

Gerald Davies

Owner

TR6, TR7 & TR8 General information

d90man@aol.com

Paul Wittrock

Previous owner

TR3A General information

wittrock.paul@aol.com

New Monthly Articles, Need Submissions



Eric Baldwin had a great idea for a monthly article. A few paragraphs of your very first British Car. You may not have a picture from this time; but there are stock photos of all British Cars on the web.

Please submit article and picture(s) to dtreid@gmail.com

I am sure you all have stories to tell. I'll correct spelling and punctuation for you.

All 146 members had a first British Car. Maybe it is your daily driver currently, a show car, does not matter, please send me a small or large article with a pic or two for the newsletter.

Ted Carlsen also has an idea for a new article, what is the current work you are doing to your LBC?

Please send text only in Word and send pictures separately as attachments with indicators where they go in the article. Send captions separately for the pictures numbered so I know where to put them!

Cars and Coffee, next one Aug. 24, 2024, 8-10



Cars and Coffee at Crossroads Church will be on the fourth Saturday of the month. We just established a public Facebook page <https://www.facebook.com/groups/948827036240338> and we will be posting photos and announcements concerning the event. The address is 161 Plaza la Vista in Camarillo, and the facility is on the corner of Outlet Center Drive and Plaza la Vista. We will have coffee and donuts available for a donation and if you want Starbucks there is a Kiosk in the outlets about a two-minute walk from the church, it also opens at 8 which is why we scheduled our event from 8 -10 am.



Cars and Coffee Ojai, Next one Aug. 11, 2024, 8-11

Ojai Cars And Coffee events take place in a gorgeous setting in the parking lot of the Westridge Midtown Market. They happen every second Sunday of the month. 131 W. Ojai Ave. Ojai, CA

Camarillo Old Town Cruise Night, Next one Aug. 30th



The Camarillo Old Town Friday Night Cruise!

Camarillo Cruise night starts in April and continues through the 4th Friday in September (9/27/2024). Come to Ventura Boulevard with your classic or collector car between 4pm-8pm. Parking is limited, come earlier to get a spot.

Stop-off for some local takeout or this year you can dine in the patios of Camarillo's beloved Old Town Restaurants!



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.

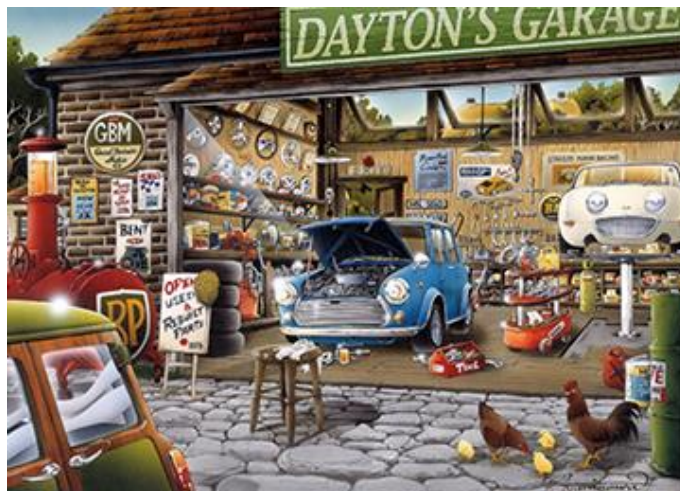
I would like to feature one member's British car on the cover of each newsletter. If you would like your ride displayed on the cover, please send me a high resolution picture of it in a nice place (not just the parking lot at work!!) to dtreid@gmail.com

Thanks to all who sent front cover pictures. I have a few ahead of time; but will always accept your car pic and a short write up about it.

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. Send pictures separately with indication where they go in the article.

Upcoming CC&G Cars, Coffee and Garages



CC&G #7 hosted by Ron and Donna Avery on August 31st

CC&G #8 hosted by Jason and Marilyn McIlhaney on November 16th

We need 4 hosts for 2025, so if anyone would like to open up their garage, please contact Joel at j_bar_j@hotmail.com.

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Classifieds 1966 MGB Roadster



I bought the car in 2012 in La Jolla California. Dave Wellwood did a great deal of the restoration including right front fender, floorboards, dog ears, dashboard, etc. new interior.

The car has overdrive.(1972). The odometer reads 57,908 miles.

Many many new original parts, including generator, voltage, regulator, exhaust, clutch hydraulics, gas tank, gas tank float, and 5 Perelli Cinturato tires to include spare.

Dave did a complete break system restoration at that time. Car was stripped down to the metal and painted in 2013 British racing green.

Always garaged and covered. Car comes with a removable hardtop that needs a little work. Have a box of spare parts. Soft top is in great condition. Have all the receipts.

Startup and driving videos available.

Call Joe Manheim 805-890-9082 , leave message or text, \$18,000



Classifieds



1976 Triumph TR7 Victory **Price reduced**

Running project car—great candidate for a full restoration. No rust or rot. Southern California car.

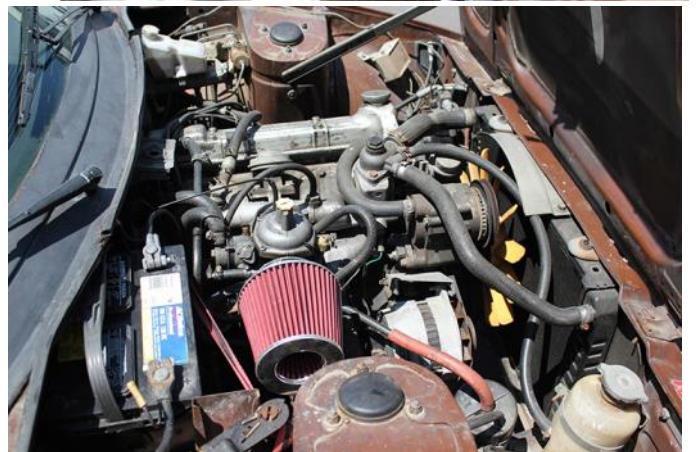
I picked this up earlier this year to provide a car for my daughter—sadly she not up for a manual shift car and it really does need someone who wants to build this into the classic TR7 Victory it is .

I'm hoping to sell for \$3500—many new parts have gone into her already: new radiator, brakes, etc. Many parts come with and so do the manuals come with her!

I'm open for trades of equal value—drivable sports cars or a cruiser motorcycle.

Call or Email: Wade Kenyon (805) 200-8173 or solar.kenyon@gmail.com

Running & driving great - after new fuel tank & carb tune up!





Central Coast British Car Club Regalia

Baseball caps – 15.00
Key Fob - \$10.00
Grill badge is 30.00

License Plate Frame – 30.00
Lapel Pin – \$3.00
Patch and sticker 2.00 ea.

Silk-screened Items:

Please note - there is a new vendor for the silk-screened items and the cost has gone up, we have a limited amount of old styles still available and only the costs for items we have currently in stock of the new style. Please check with Pam on availability.

Sleeve T-Shirt - \$8.00(S-XXL) New style – 20.00

Long Sleeve T-Shirt - \$12.00(S-XXL)

Polo Shirts - \$13.00(S-L) \$15.00(XL & XXL) New style 24.00

Polo Shirts with pockets - special order only)- \$15.00(S-L) 17.00(XL & XXL)

Crewneck Sweatshirt – \$16.00(S-L) 21.00(XL & XXL)

Hooded Pullover Sweatshirt – \$22.00(S-L) 27.00(XL & XXL)

Full Zip Hooded Sweatshirt- \$27.00(S-L) 32.00(XL & XXL) New style – 50.00

There is a limited amount of Regalia at each monthly meeting or contact Pam Justin at pjquilter1@hotmail.com or 805 750-3068 to order. Provide your name, size and item.

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.

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