

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 40 Number 9, Oct., 2024

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Pam & Joel's GT6 Almost Done!



"The body from Pam Justin's GT6 is back from paint and mounted on the chassis (thanks Ted and Dave!).

See more progress inside."

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—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

Your CCBCC Board Members For 2024

PRESIDENT

Ted Carlsen carlsen136@gmail.com.

PRESIDENT CONSULT (non-voting)

Michael Gustafson
mikegus999@gmail.com

VICE PRESIDENT

Dave Reid mgtc48@hotmail.com

RECORDER Kenn Clark

kenn49clark@hotmail.com

TREASURER Chris Vujea

CCBCCbooks2017@gmail.com

MEMBERSHIP

Pam Justin pjquilter1@hotmail.com

NEWSLETTER EDITOR

Terry Schuller dtreid@gmail.com

ADVERTISING & SPONSORSHIP

CHAIR Eric Baldwin
thebaldwins@roadrunner.com

WEBMASTER

Patrick Redd (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

“Fancy A Cuppa” - Time with your President



Did you know? The only Welsh automaker in history

Gilbern Sports Cars Ltd. was founded by a Welsh butcher and a German engineer who had been a POW in England during WWII, choosing to stay on in Britain after the war.

This unlikely pairing would create a series of production cars under the Gilbern name. The first vehicles were built in 1959 in a shed behind the butcher shop. Within a few short years the company had displayed their vehicles at the finest motor shows in Britain and produced hundreds of automobiles.

Starting with the Gilbern GT in 1959, the company built a series of component cars that people could buy as kits to avoid the purchase tax on a new car. The designs all used a steel chassis with a fiberglass body and a front mounted engine sending power to the rear wheels.

Engines, gearboxes, axles, brakes, suspension components and many other parts were sourced from larger British automakers like MG, Austin-Healey, and Ford. This helped to keep costs down and it vastly simplified the sourcing of spare parts for Gilbern owners.

Gilbern would ultimately stay in business from 1959 until 1973, selling 1,080 cars in the UK and some in Europe. Thanks to their rust-free fiberglass bodies, many have survived to the modern day. They are now highly prized thanks to their rarity and historical uniqueness – particularly in Wales.



Gilbern GT 1959-1967 (280 made)



Gilbern Genie 1966-1969 (197 made)



Gilbern Invader 1969-1973 (603 Made)



Continued from Cover

A lot has happened since that cover photo was taken, but it's amazing how long assembling a car can take. Each step has to be thought thru to best avoid undoing something because you got the sequence wrong. And even with that, I've still had a few backtracks.

Here's what's been completed so far:

- Installed roof sound deadening
- Fabricated rear sail panels
- Installed headliner (outsourced to Quality Auto Upholstery so it would look good!)
- Installed floor and side sound deadening
- Installed wiper wheelboxes and motor
- Installed heater
- Installed fuse block (3Q printed custom fuse holders to address a loose fuse issue)
- Applied Herculiner in the boot spare tire area
- Routed wiring harness
- Stripped, re-veneered, stained and applied 18 coats of Spar varnish to dashboard with LOTS of sanding and polishing in between
- Installed new dash cap cover (outsourced to Quality Auto Upholstery so it would look good!)
- Installed and wired gauges and dash switches
- Performed wiring customizations (additional fuse blocks for headlamp relays, OD Auto-off, USB port, headlamp warning buzzer)
- Installed and routed dash vent dusting
- Wired steering column (turn signals, headlamp dip switch, horn)

What's next? I'm getting close to powering up everything to be sure all the wiring, lights, switches, etc. behind the dash work. Then it's onto installing underfelt and carpet (having a custom color carpet made by The Roadster Factory – dark brown with new tan binding), parcel trays, seats, doors, fuel tank and line, brake and clutch master and lines, pedal assembly, bonnet, exterior lights, make sure it all works, then start 'er up! Sounds simple, right? That's what I thought about what I've completed so far, but it's taken me over 7 months since I got the body back so far! But who's complaining. I love doing it and not sure what other trouble I'd be getting myself into if I didn't have Pam's GT6 to work on.



Headliner



Herculiner



Dash and Sound Deadening



Aux Electrics Panel

Photos from a few recent Events



JLR and Cantara Winery event



Friday the 13th Run to Otto Nursery & Britt Park



Photos from a few recent Events



Ron & Donna Avery's House and Garage



Thanks for wonderful breakfast good, coffee and donuts. The tour was magnificent. What clean garages you have!!



How We Finally Dove into a Classic by Gerald Lockwood



It was a long journey for my wife, Chris and I, but once we finally decided to pull the trigger... it had a bit of a twist.

I have always had an affinity for small British cars. I was only age 2 to 4 when my father worked in England and I don't remember much other than it was very green and there were lots of sheep. As I got older, however, I certainly recalled the 1969 right hand drive MGC with wire wheels and the little bump on the bonnet. Yellow and black straight 6 w/hard top and soft top. I wish I had it today... but that's another story.

Anyway, lots of visits to the LA Auto show as a kid in grammar school, my Dad having a C2 Corvette StingRay for a short time, and my older brother always souping up any and all his early cars (Country Squire raised back end, Chevette wide tires, Old Truck with a 429 engine and custom side pipes used to blow gutter leaves into the air) planted a seed for the future.

For three decades, my wife Chris and I would look and appreciate classic British cars and other small two seaters. We considered buying something done or to work on / restore.... TR4s, TR6s, Spitfires, Datsun 1600/2000s, Sunbeams, MGs, 240Zs, etc. We could never seem to commit to the cost, effort, and uncertainty of the love/hate affair it could bring.

So one day, in May 2021, we are up in San Luis Obispo with friends and the two wives are out looking at whatever, so my buddy and I go looking for a place to grab an early drink and hang out while they shop. On our way to a pub we stumble across a British Car repair shop (that most in the scene are probably familiar). My buddy is also a big car guy (Pantera, Jensen, Jaguar, Land Cruiser, TVR) so we enjoyed looking around the working shop / mini museum with unique bikes, cars, signs, and junk. Off in a little side area was a little car I did not recognize with a for sale sign; turns out it was a 1959 Austin Healey Bugeye Sprite. So I asked a few questions. Original Iris Blue with original Dark Blue interior, original hardtop, soft top, one owner and it started right up. Pretty neat.... We left to go have our beers.

A little while later the girls show up. I tell my wife to go over and take a look in that shop to take a peak at the little car for sale. They popped over and returned after a little while. I asked what she thought and she said she had never seen one before (me neither) and it was cute.... "You could buy that."



How We Finally Dove into a Classic (cont.)



Woah! There had never been that much certainly in her response to any car. Now it was me hemming and hawing in my head over the second beer how I could even make it work... should we? Could we? It's a lot of money... hem haw... I don't know... The wheels were turning but we ended our fun weekend and headed home.

Most of the conversation home revolved around the car and whether we should or not. My wife suggested we call and ask for a test drive (Duh- didn't think of that). In the meanwhile, in the background of my mind I had come up with a plan for the money- Chris and I were still on the same page! I make the test drive appointment for Mother's Day weekend. And since it was a long drive we decided to turn it into an overnight the night before to keep the 7 hour round trip a little easier.

So off we go with a wad of cash in my pocket; prepared to haggle but willing to pay full asking price if no budge. It was great weather and a great drive; we stopped for an early dinner in Santa Barbara at a nice little beach restaurant. As we are leaving, I get a text from the Car Shop: Sorry to tell you this but I just sold the Bugeye. A guy walked in with cash and paid full price. Dang! We did not expect that at all. So next we start thinking now what? We didn't really want to hang in Obispo; we were on a mission and it just went belly up. So we decided to just hang out in Solvang the next day and then head home; a nice Mother's Day hang.

So typically after we would sleep on this type of thing, we would discuss how we guess it wasn't meant to be and sort of move on. Not this time. We were both finally ready to pull the trigger and it got pulled out from under us! We both were actually still a bit miffed the next day.... So now it became a new mission.... We wanted a Bugeye.

When we are after something, it's Chris that really goes all out turning over stones and looking online for leads. It almost gets to be too much for me when I get "How about this one? Or this one?" Then me: "What year?, what color? what interior? what issues? Where is it?" The hunt was vastly more accelerated and condensed.

Then one day she shows me a Bugeye in Illinois at Nuccio Motors. It looks awesome, different, road ready, and in need of a loving caretaker. I get on a FaceTime call and ask a few questions: restored in 1995, 3000 on rebuilt engine, 1275cc, front discs, clean interior. I think he only took it out a few miles to a local ice cream shop. (Keep in mind I am a total novice and not very car savvy- just an enthusiast and certainly no bugeye expert) I ask him to turn on the engine and it sounds nice to me....I tell him I am interested. Of course he mentions there is another couple interested and making an offer. Hmmm... do I believe him? One on my standard questions is why are the owner getting rid of it. It turns out the husband had passed and the wife didn't want/need to hang onto it. Nuccio motors concentrates on high end Lamborghini, Corvettes, etc and the husband was a family friend. So he was helping the wife to sell it. I explained how this was a first go for my wife and I and we had a garage to keep it protected; we would be great caretakers... we really like the car. We made our offer ...and sealed the deal. Now we just needed to get it into our hands.



Continued on next pg

How We Finally Dove into a Classic



It was shipped to our neighborhood on Memorial Day. A large 18 wheeler with killer auto graphics on the side made its way to our house. Since it was a holiday weekend there were families and kids out playing in the streets so this trailer was stirring up some interest. I said “wait ‘till you see what rolls out of that truck!” Slowly but surely BugZ emerged and it was a mixed reaction of curiosity and bewilderment. “Look how small!” “What is it?” “Huh?” “Look- it’s smiling” “Cute” “No Lamborghini?!?”

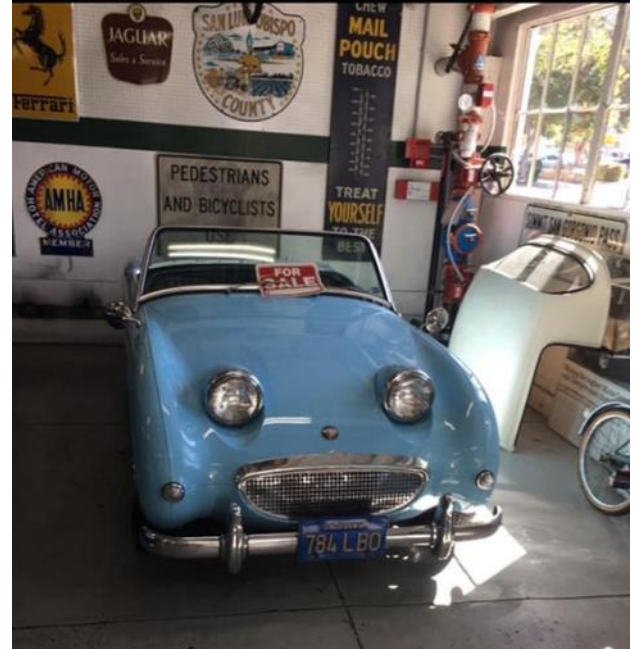


We were excited and ready for a drive. And having never driven one it was certainly different. Non-synchro transmission, pull start, choke, and the key just starts the fuel pump. It’s got tons of caveman security features (plus a hidden kill switch just in case). We got it rolling and went for a spin. It sounded great and handled nice. My only initial dread was how the steering wheel chattered over every asphalt road imperfection. I called an MG/ English classic car specialist I had started corresponding in anticipation of arrival worried I had purchased a nightmare of a suspension. He asked me how much tire pressure? I told him 35psi. He said take it to 22psi. Really? Ya, it’s a super light car. Bingo! The chatter was gone and all was good!



And that’s how it all started. We have plenty of other little stories related to “It’s not about the destination, it’s the journey”. Those will have to wait for another time. We are well into our third year now with BugZ and it has been a blast. May 2025 is going to be a big road trip between Nashville and Branson Mo ahead of the National Healey Week in the Ozarks. The adventure continues!

More pictures from previous article



Photos by Gerald Lockwood

Join us for SoCal MG Club's 15th Annual

BOOTS & BONNETS BRITISH CAR SHOW

Prizes!

Trophies

Free
Admission

Fun For The
Whole Family



OCTOBER 5 9 AM - 2 PM

The Zimmerman 

610 Lairport Street, El Segundo, CA 90245

FOOD TRUCKS | DRINKS | ICE CREAM PARLOR | GREAT MUSIC

EXCLUSIVE
GIFT BAG
for each car
registered

Register to show your British Beauty at
SoCalMGClub.org or scan the QR code
Members \$20 | Non-Members \$30
After August 30th or at the event \$35



BOOTS AND BONNETS CAR SHOW DETAILS



I hope you're all doing well and enjoying some great drives with your British cars! I wanted to personally invite you to a fantastic upcoming event hosted by our friends at the SoCal MG Club—the **Boots & Bonnets All British Car Show**, taking place on **Saturday, October 5th** at the Zimmerman Automobile Driving Museum in El Segundo.

Why Should You Join? This year, the SoCal MG Club is pulling out all the stops! They've opened the event to all British cars, not just MGs, and we are offering to all Central Coast British Car Club members a **special discount** on car registration. Instead of the standard \$30 registration fee, you can **register your British car for just \$20** using the exclusive coupon code **CENTRALCOAST** at checkout. **But that's not all!**

- **Sponsors & Prizes:** Vault Detailing Specialists are donating over \$2,000 in detailing prizes, including a paint correction and detail valued at \$1,000. Plus, Leisure Hydration will be handing out free beverages to everyone throughout the day.

- **Free T-Shirt:** If you register before the end of next week, you'll also receive a free event t-shirt valued at \$30. It's a limited run, so don't miss out!

What to Expect at Boots & Bonnets:

- **A Variety of British Cars:** MGs, Triumphs, Austin Healeys, and more will be there.

Family Fun: Enjoy a wood fire pizza truck, live DJ music and MC, a non-alcoholic beer garden from Santa Barbara, and plenty of activities for everyone.

If you're interested, I highly encourage you to register your car today. Remember to use **coupon code CENTRALCOAST** at checkout to get your \$10 discount.

Here's the registration link:

<https://www.socalmgclub.org/event-details-registration/boots-bonnets-socal-mg-club-british-car-show>

If you have any questions, feel free to reach out to Rob Dionne rob@openskyfitness.com or contact the SoCal MG Club directly.

Palms Senior Center Photos





San Diego British Car Club Council (SDBCCC)

The British Are Coming...!

**San Diego British Car Day
October 6th, 2024**

Tidelands Park, Coronado CA 92118



2024 Featured Marques = Rolls-Royce and Bentley

Registration \$35 (per car) is now **OPEN**

All British cars are welcome, only registered cars allowed on the field.

Registration closes Sun Sept 15th. Select registration method below

MyMotorverse



For easy **One Click** quick registration.

Scan  Or Click [here](#)

SDBCCC Events



Register online **OR** print form and mail in with your check

@

www.sandiegobritishcarday.com

San Diego British Car Day



San Diego British Car Day

Registration Form

Sunday October 6th 2024

All registration forms and checks **MUST** be received by **September 21st, 2024**
Registration may **NOT** be paid the day of the event.

Name: _____ Phone number: _____

eMail: _____

Car Registration Details

Marque (Make): _____ + \$35 = \$ _____

Model: _____ Year: _____

Marque (Make): _____ + \$35 = \$ _____

Model: _____ Year: _____

T-Shirt Order Details



Size	Quantity	Price
Small	_____	x \$20 = \$ _____
Medium	_____	x \$20 = \$ _____
Large	_____	x \$20 = \$ _____
X Large	_____	x \$20 = \$ _____
XX Large	_____	x \$20 = \$ _____
XXX Large	_____	x \$20 = \$ _____

Grand Total = \$ _____

Make Checks payable to:

San Diego British Car Club Council
2270 Nielsen Street
El Cajon, CA 92020

If you have questions, call Keith V at: 619-933-1877. If registering more than two cars, use multiple forms.

This form MUST be received by September 21st, 2024

New Member, Welcome



Jon Groves # 149
San Diego
2018 Morgan V6 Roadster

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



The **Triumph TR8** is a sports car built by the British Triumph Motor Company from 1978 until 1981. It is an eight-cylinder version of the "wedge-shaped" Triumph TR7 which was designed by Harris Mann and manufactured by British Leyland (BL), through its Jaguar/Rover/Triumph (JRT) division. Because of its outstanding performance, the TR8 was often dubbed the "English Corvette". The majority of TR8s were sold in the United States and Canada.

A more powerful V8-engined version of the TR7 was planned in the early stages of the TR7's development, a prototype being produced in 1972. However, British Leyland's financial state, labor problems and lack of engines—as MG and Range Rover had first priority—delayed the project. By 1978 some 145 prototype cars were built with V8 engines (and usually automatic transmissions). These "anonymous" TR8s (no identifying badges, and all coupes) were evaluated for British Leyland by various dealers and then sold off as used cars.

The FIA papers for the TR8 homologation, granted 1 April 1978, include pictures showing a 1977 TR7 V8 prototype with a set of decals indicating it to be a TR7 V8. However, oddly, these TR8 homologation pictures also show it had the large "Sprint" decals on the rear wings, in the same font as the TR7 and V8 decals on the boot lid. It is not clear from the picture of the front of the car whether or not it had a small Sprint decal below the TR7 decal, as is shown on the TR8 prototype in Hardcastle's book on the Rover V8 engine. Neither of these decals are part of the set used on the car shown in the TR7 Sprint homologation pictures in the BMIHT archives, and in Knowles' *Triumph TR7 The Untold Story*. And, unlike that decal set, the Sprint decals shown on this TR8 and that in Hardcastle are not known by any BL part numbers. The official use of these pictures in the homologation process may suggest that BL toyed with the idea of calling this car the "TR7 V8 Sprint" or "TR7 Sprint V8", etc., at some point, but did not progress the idea beyond when these photographs were taken.

Description

The TR8 did not use Triumph's own single overhead cam V8 as found in the Stag due to its weight and service record but instead shared its Rover V8 engine with the Rover SD1. The engine itself was derived from an early 1960s Buick/Oldsmobile all-aluminum V8 215 cu in (3.52 L) that Rover acquired from General Motors in the mid-60s.

History has shown this engine to be an extremely reliable, flexible, and robust powerplant, especially after BL developed a better manufacturing process. TR8s were initially fitted with twin Zenith-Stromberg carburetors. However, about 400 1980 models sold in California, all 1981 models—of which only 352 were produced including twenty carbureted cars for the UK market---and all 1982 models (of which all seventy went to Canada) featured a Bosch L-jetronic fuel injection system with a specially designed Lucas fuel injection computer (ECU). The 1980 carburetor model was rated at 133 bhp (99 kW; 135 PS) (at 5000 rpm) and the fuel injected California version at 137 bhp (102 kW; 139 PS) at the same engine speed. For 1981, all North American cars received a unified version with fuel injection, producing 148 bhp (110 kW; 150 PS) at 5100 rpm and delivering 0–60 mph times in the low 8 seconds. Other differences between the TR8 and TR7 are upgraded brakes, revised axle ratio (3.08:1 on the TR8 and all automatic TR7s), battery moved to the trunk (boot), alloy wheels, leather steering wheel and a few minor trim changes.



Production

TR8 coupes based on the original Harris Mann TR7 design made from 1978 to 1980 are quite rare; it is estimated that only about 400 TR8 coupes ever existed—this number from records kept by members of the North America-based wedge club, the Triumph Wedge Owners Association. To the roughly 150 pre-production coupes mentioned above, another 250 or so coupes were produced, some sold in Canada as 1979 models but most ended up being held back and then finally sold in the US as 1980 models. In 1979, a long-anticipated Michelotti-refreshed TR7 Drophead (convertible) was introduced, and almost all subsequent production TR8s were convertibles. *Total* worldwide production, as best as can be determined throughout all the labor turmoil at the time, is only around 2750, give or take a "handful". (Enthusiast Richard Connew went through the records at British Motor Heritage Industry Trust and counted 2746.) Other estimates exist. The German version of this page claims 2722 and cites the TR Register-Austria as source; 2815 is the number quoted in an article from *Classic & Sports Car*, March 1986 and in William Kimberley's 1981 book as well. The TR8 was due to be launched in the UK and a pilot production run was made consisting of four prototypes and 18 pre-production cars. At this point British Leyland unexpectedly cancelled the project. The pre-production cars were subsequently sold via the dealer network to the general public and are highly collectable. Both the TR7 and TR8 were made until October 1981 when production ceased.

Very few genuine TR8s exist outside of the United States and Canada. In other countries the TR7 is often converted to a "TR7V8" with the same ubiquitous Buick/Rover 3.5 litre V8 powerplant used in original factory TR8s. In Australia a popular TR7V8 conversion is to use the 4416 cc version of this engine that had been developed for the Leyland P76.

In North America, the TR8 originally sold for around \$11,000. A current rough estimate of the number of these cars remaining taken from the Triumph Wedge Owners Association registry of unique VINs, current Triumph Wedge Owners Association membership records, the World Wide TR7 TR8 Owners Club, and the TR Drivers Club UK is around 1000 convertibles and 200 coupes.

As of Q1 2011 there were approximately seventeen licensed and 33 SORN TR8s registered with the DVLA. The accuracy of this data is questionable as many converted TR7s with a V8 have been registered with DVLA as TR8s. Out of these fifty cars, only two are automatic, but more are known to exist.





Motorsport

Despite their low production numbers, TR8s have an interesting racing history. John Buffum successfully raced one as a rally car in the late 1970s. Bob Tullius of Group 4 fame dominated SCCA racing in 1979 in one, so much so that the SCCA added enough "reward" weight to the car that Tullius left Trans Am and successfully competed in IMSA GT instead. TR8s ran successfully in the SCCA's showroom stock series being campaigned by Morey Doyle (Nationals & Regionals) and Ted Schumacher (Nationals). Schumacher with Doyle had great success in the Playboy/Escort Endurance series with his car. Starting the last race of the year, Schumacher was fourth in the overall point standings (just three points away from first) when an accident ruined their chances; nevertheless, Schumacher still ended up seventh in the manufacturer's points for that year, all with no official factory help. Presently, at least three cars are being run in SCCA's ITS class. Morey Doyle and his son Andy run their TR8s in the Midwest Region, currently Morey and his sons, Morey C. and Andy are preparing the car for the SCCA National Runoffs in E-Prod at Indianapolis Motor Speedway (2017). Jeff Young runs his green TR8 in the Southeast Division with numerous regional race wins and the 2011 Southeast Division SARRC ITS championship, running against over seventy other drivers in Mazda RX7s, Miatas, 240/260/280Zs, BMW 325is, Porsche 944s and Acura Integra.

The TR8 was homologated for Group 4 (racing) on the first of April 1978. According to the FIA rules that applied at this time, recognition would have required the production of 400 similar cars suitable for normal sale. However, production records (in the BMIHT archives) show that only about 150 cars had actually been built by this time, mostly due to major industrial action at the BL Speke plant that included a 17-week-long strike from November 1977. Rally journalist and historian Graham Robson quotes John Davenport (director of BL Motorsport at the time) as reminding him that "In those days there was no rigorous FIA inspection system. Provided that one provided production sheets signed by an important manager, then nobody worried...." Robson goes on to state that "A lot of fast and persuasive talking then went on, to show that the makings of well over 500 [sic] cars were either built, partly built, or stuck in the morass of the Speke strike". However, the FIA rules are clear that only "entirely finished cars" might be counted towards this requirement.

An alternative explanation that does not ignore the FIA's explicit requirement for finished cars comes from an article on the Group-4 Vauxhall Chevette HS, published in Autosport only a few weeks after the TR8 was approved. That says "there had arisen an understanding that some leeway was allowed. For instance, if the 400 cars were built within a few months of the homologation date then the car would normally be allowed through." And while the homologation of the Chevette HS was approved on 1 Nov. 1976, the 400 Chevette HSs weren't finished till the end of 1977. Production records show that about another 250 fixed head coupe TR8s were built in 1978, making up the FIA requirement for 400. While the fixed head version of the TR8 does not appear to have ever been a catalogued model, only the convertible, and "following the cancellation of the project, normal practice might have been to dismantle the cars or convert them to normal TR7 power", most or all were sold to private buyers in the US or Canada. This may be as a result of the FIA requirement for such homologation specials to be "meant for the normal sale".

The TR8 did not go on sale in North America until mid-1979, and then only as a convertible model. According to Graham Robson, the Group 4 rally car was therefore called the TR7V8 as a compromise with BL Sales and Marketing.



2061 W Nicolet St . Banning, CA 92220



We are British Sports Car Specialists

Comprehensive Line of Quality Replacement Parts for British Cars

Front & Rear Disc Brake Conversion Kits

Big Disc Brake Upgrades

Performance Parts & Accessories

Distributor for Wilwood Disc Brakes



Classic Car Alloy Wheels



We Specialize in Morris Minor Parts



Check out our website

www.olphartz.com

olphartz51@gmail.com

Our Technicians have a vast knowledge of the British Marques and are factory trained. When you call us, we know your car and can answer your questions.

Call Today 951-797-0730



*Classic Car Parts, Innovation & Performance
Serving the British Car Market
For 2 Decades*



Service-Repair-Maintenance-Restoration-Sales

Pre-war/Classic/Contemporary

45 years of servicing British, European and American classics

640 Marsh Street

San Luis Obispo

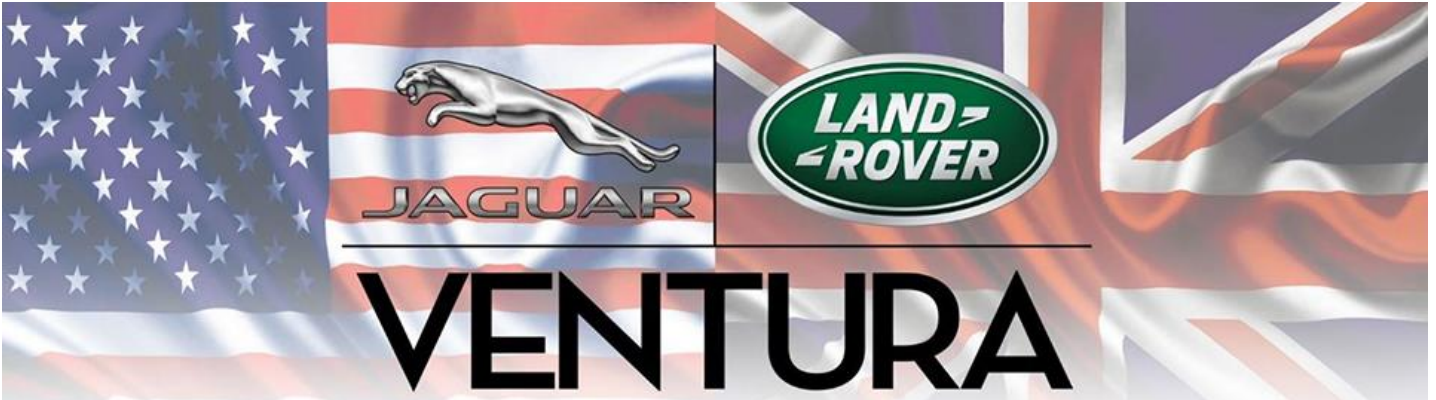
(805)-544-2277

BRITISHSPORTSCARS.COM

Visit beautiful SLO and get your classic attended to by professionals

Proud Sponsor of the 2024 CCBCC annual car show





VENTURA

A higher expectation.

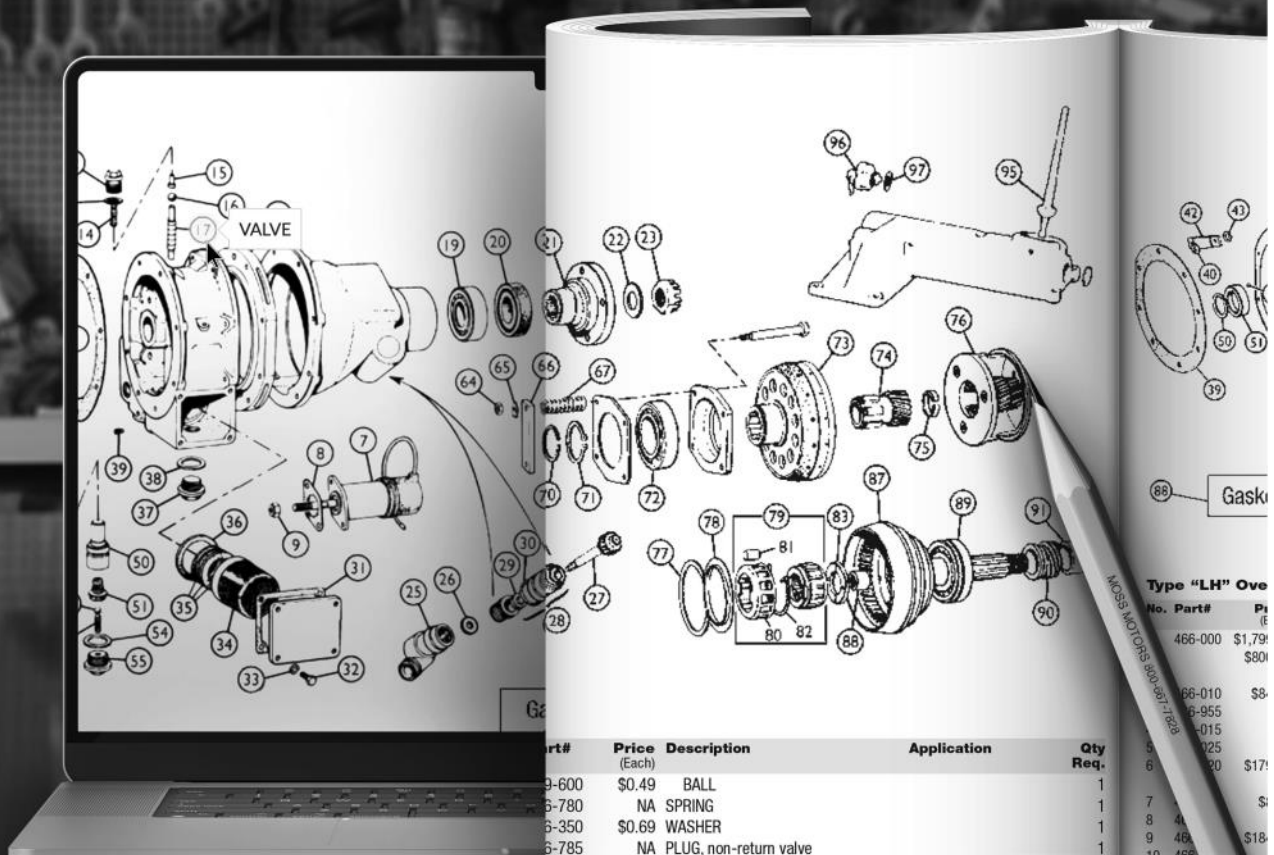
www.JLRventura.com



3190 Perkin Ave. Ventura, CA 93003



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.**



Shop at MossMotors.com

— and you can request a free catalog, too!

Specialty Automotive Parts Since 1948 • MossMotors.com • 800-667-7872

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 JPG's 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!

Teddy Bear Run

What is this Teddy Bear Run we keep talking about? The old time members know; but this is for the newer members and those who have never had the opportunity to participate.

On **Saturday Nov. 2nd**, Those that would like to attend need to purchase a **NEW** teddy bear and bring it with your British Car to Douglas Penfield School at 10:00 am. Penfield school is located at: 640 Jazmin Ave, Ventura, CA 93004, near Wells and Telephone in Ventura. All the bears are placed on the hoods of the cars that are lined up in the front of the school. Pictures are taken, like the one below and then a lunch drive is planned upon leaving the school. This event is in its 32st year. Point of contact for this is Jack Waschbusch, jwaschbusch@aol.com The bear should be about 18", not smaller or much bigger please.

The Douglas Penfield school serves students from kindergarten to fifth grade with moderate to severe disabilities. Staff use evidenced-based instructional strategies to teach the functional skills that will maximize independence for the students. The staff decides which bear is the best one for each student.



Cars and Coffee, next one Sept. 28, 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 Sept. 8, 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

CRUISE NIGHT CAMARILLO, Last one Oct. 25th



The Camarillo Old Town Friday Night Cruise!

Camarillo Cruise night continues through the 4th Friday in October (10/25/24). Come to Ventura Boulevard with your classic or collector car between 4pm-8pm.

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

Thank you to our Car Show Supporters for 2024



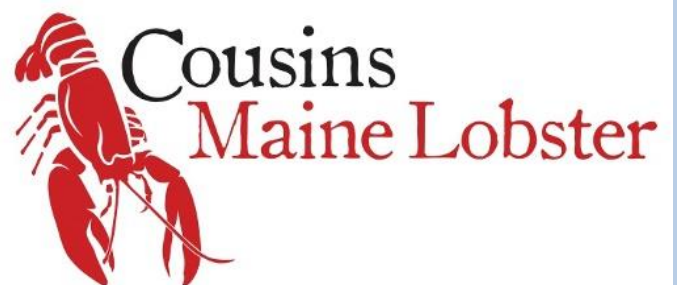
MOSS MOTORS, LTD.



Wescom proudly supports the
Central Coast British Car Club



CONNIES HOTDOGS



More Car Show Sponsors



Channel Islands Yacht Club



Brett Hyatt
GENERAL MANAGER

1601 SOUTH VICTORIA AVENUE OXNARD, CA 93035
805.985.1340 805.985.1360(FAX)
yolandasoxnard@yahoo.com brettyolandas@gmail.com
yolandasmexicancafe.com



1125 Maricopa Hwy
Ojai CA 93023
805-646-4669

Danny, Manager



Bakery Deli Meat & Seafood Floral Produce
Pet Supplies Beer, Wine & Liquor
Online Shopping

DAVID JURY AUTOMOTIVE



Imported Autos

Toyota & Lexus in addition to Mercedes-Benz, BMW, Volvo & Mini Cooper
All parts and service guaranteed, Locally owned and operated
Open Monday-Friday, 7:30-4:00

805-649-4576

DAVIDJURYAUTOMOTIVE.COM

Call for appointment

222 Riverside Road in Oak View



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.

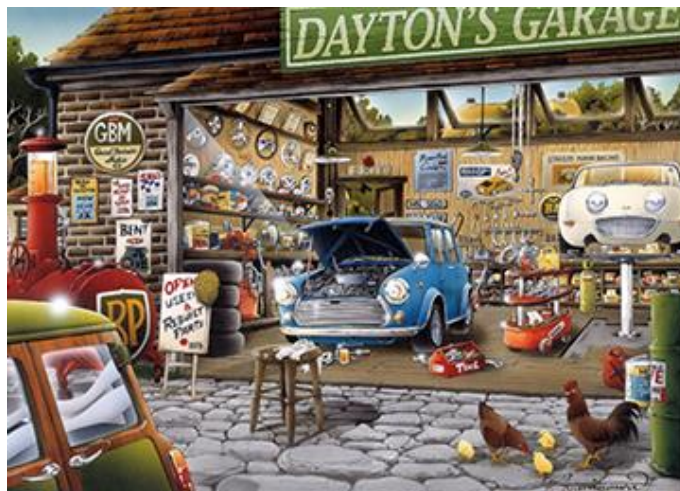
I would like to feature one member's British car on the cover of each newsletter. If you would like your ride displayed on the cover, please send me a high resolution picture of it in a nice place (not just the parking lot at work!!) to dtreid@gmail.com

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 CCBCC Cars, Coffee and Garages



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.

Please Support Our Car Show Sponsors

Classic British Sports Car Service

Quality Mobile Repair By Appointment

Walter Bacall

661.237.3500

ARD299718



Serving Ventura County

24-hour Emergency Road Service

Ruben Sanchez

DAVID JURY AUTOMOTIVE



Imported Autos

Toyota & Lexus in addition to Mercedes-Benz, BMW, Volvo & Mini Cooper

All parts and service guaranteed, Locally owned and operated

Open Monday-Friday, 7:30-4:00

805-649-4576

DAVIDJURYAUTOMOTIVE.COM

Call for appointment

222 Riverside Road in Oak View



12801 Rangoon Street
Arleta, CA 91331

1251 Doolittle Drive
San Leandro, CA 94577

Tel: (818) 504-3355

Fax: (818) 504-3360



ANTHONY MILES

Cell: (661) 510-8209

anthony@mileschemical.com

www.mileschemical.com

PACIFIC CARBURETOR . CO



6353 Ventura Boulevard
Suite #1 Ventura, CA 93003

805.644.9441

Mon. thru Fri. 9 AM to 6 PM

Wescom proudly supports the Central Coast British Car Club

Visit us:

1861 E. Ventura Blvd.
Oxnard, CA 93036

WESCOM

1-888-8WESCOM (1-888-893-7266)
www.wescom.org



NCUA

Anyone who lives, works, worships, or attends school in seven Southern California counties is eligible to open an account at Wescom. Account opening and Visa® Check Card subject to verification by ChexSystems, a consumer reporting agency; Primary Payment Systems, an independent verification service; and Credit Union approval. A \$1 deposit to a Regular Savings Account is required.

Steve's Auto Care

Steve Friedman

3735 Transport, Unit C
Ventura, CA 93003

(805) 650-9752

Friedman1010@gmail.com

FRED'S



805-649-2830 Phone

805-649-4838 Fax

fredstireman@yahoo.com

545 N. Ventura Ave.

Oak View, CA 93022

Please Support Our Car Show Sponsors



VONS®


1125 Maricopa Hwy
Ojai CA 93023

805-646-4669

Danny, Manager



**Bakery Deli Meat & Seafood Floral Produce
Pet Supplies Beer, Wine & Liquor
Online Shopping**




GET YOUR ART GROOVE ON

Automotive fine art pigment prints in your choice of exterior/interior colors including a selection of accessories to further personalize your print.

Available as:

- Open or limited edition fine art pigment prints
- Limited edition translucent ink on brushed aluminum prints
- Limited edition large-scale, dye-sublimated displays



sportscarart.com

MG – TD – TF Parts for Sale

Rebuilt Transmission, Bell Housing, Drive Shaft and Transmission Cover

Unused new rear leaf springs

Rear shock absorbers

Front spring pans and frames

Front steering spindles

Original valve and tappet covers

Front brake drums

Wire wheel hubs. 2 right front and 2 left front and 1 left rear

Bob Ives Cell: 805-990-5302

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

Contact Randy Manes at 3hotwires@gmail.com



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 brake 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





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 30.00

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.