

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 28 Number 2 FEBRUARY 2012

WWW.CENTRALCOASTBRITISHCARCLUB.COM



*Jack and Pam Waschbusch
on the Pismo winery Tour*
Photo by Patrick Redd

Vintage Triumph Register



Charter Member since 1984

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

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JAN. 0, FEB. 7, MAR. 6, APRIL 3, MAY 8, JUNE 5,
JULY 3, AUG. 7, SEPT. 4, OCT. 9, NOV. 6

Board meetings take place according to the needs of the club, usually before or after the club's General Membership Meetings, 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, 12 times a year. The deadline for submission of any (CAMERA READY or digital) ads, stories, reports and information that you'd like to see in the next CLEAR HOOTER is the first Friday of each month. Items may be sent to:

The CLEAR HOOTER

P.O. Box 503

Ventura, CA. 93002

Email the editor at : juniorredds@dslextreme.com

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MEMBERSHIP

Note: The dues are now \$40 to join and \$30 to renew each year. Notify us of any changes you have made within the past year so we know where to send your newsletter each month.

c/o CCBCC Membership//P.O. Box 503//Ventura, CA. //93002

CLUB WEBSITE

To place an item on our website you contact Patrick Redd at: juniorredds@extreme.com or (805) 526-0268 website at: www.centralcoastbritishcarclub.com

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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. Dues are now \$40.00 per year to join, \$30 to renew. **Dues must be in by February 28th !**

CENTRAL COAST BRITISH CAR CLUB

P.O. Box 503

Ventura, CA 93002

February 2012 Presidents Letter

Hello everybody, Wow, what a great February we've had. First the Wineries/Adventure Tour (Previously known as the Wine Tour). Is that right Michael and Allen? Most people got to the Cottage Inn on Friday night but a few stragglers couldn't make it until Saturday the 4th. Allen's E Type is in the shop so he used his Jeep. When he went to start it Saturday morning, one of the few American cars in the British Car Event, he had electrical problems and needed assistance from the AAA. We think it was the revenge of the Lucas spirit. But a fresh battery solved the problem and Allen led out the convoy. I was second in the XJ6 and it was very gratifying to see, a few miles North on the 101, a long straight stretch on a slight uphill grade as I looked in my rear view mirror to see a line of British cars in the right hand lane stretching out as far as I could see, nicely spaced out with admirers slowly overhauling us in the left lane and appreciating the display.

We went on to visit a couple of interesting wineries, having our picnic lunches at the second and then split up. Some people went to Hearst Castle and others to Piedras Blanca Lighthouse. We went to the Lighthouse and saw the renovation work that is being done there which was very interesting and the Hearst Castle visitors seem to have a good time as well. We all got back to the hotel on Saturday evening for the Pot Luck which everyone seemed to enjoy and returned home on Sunday morning. A good time was had by all.

On Tuesday 7th we were at Carrow's for our February monthly meeting which was well attended. Martin gave an interesting presentation of how he built his Lotus 7 replica from scratch and we finished with another of Patrick's Videos. I also requested that members should write articles to help Patrick with the 'Hooter' every month. We have a few members who have contributed good articles but we need more and I'm sure many of you have interesting tales you could tell.

We tried a new venue for breakfast on the Third Saturday in February. At the Club Meeting I asked for suggestions for places to have breakfast and someone suggested and the members voted to try the Sheraton Four Points where we had our Annual Brunch last year. Not a Brunch-just a regular breakfast from the menu. Well, 27 people attended, everybody seemed to like the food, service was pretty quick, plenty of coffee and the price was reasonable. We'll have to try it again. I have also had a few more suggestions of other places people would like to try.

I have listed below the regular Monthly Meeting Dates for 2012:

March 6	April 3
May 1	June 5
July 3	August 7
September 4	October 2
November 6	

I gave you the dates of the year's events, as I know them, last month and that has not changed but I will keep you informed. Queens English is on March 18.

All the Best,
Richard Armstrong

Central Coast British Car Club Meeting - FEBRUARY 2012

Richard announced that Club Memberships are now due, hopefully, everyone will get them in by the end of February

The 2012 Christmas Brunch venue has been reserved once again at the Four Points Sheraton in Ventura – for Sunday December 2nd

February club breakfast was suggested and voted on to try Four Points Sheraton (off the menu) breakfast. Richard to call and make reservations – and send email invitation to members

Allen M talked about Vineyard Tour – everyone who attended thought it was a success. We had 46 attendees – Everyone enjoyed the Lighthouse tour, Hurst Castle and of course the wine tasting and the evening Pot Luck along with great raffle prizes – fun was had by all

Richard asked for members to please send in their Insurers of Vintage Cars – so that he can keep a list for club members looking for insurance

Darryl to check with his State Farm agent to possibly speak at our next meeting

The “Car of the Month” was Martin Keller’s ’63 Lotus 7 replica. This car was handmade by himself in 2004 aka Aldotestosteroni. Martin gave an informative talk on how the car was built, he also shared a slide show of pictures capturing the beginning and completion of this project

Moss Motors (Kelvin Dodd) will present at the March meeting – the discussion will be on the History and R&D of Moss Motors

Ongoing and future events:

Queens English - Sunday March 18th Woodley Park, Van Nuys

Glow & Show car show – Saturday July 28th, Santa Paula

Johnny Rockets, Camarillo (first Saturday of month from 7-10am)

The Cottage meet in Ventura 9am – 12 noon (third Saturday of every month)

Supercar Sunday 7-10am (Westfield Promenade Mall)

Ventura Motor Sports & Race Car Club show – Sunday July 15th

Club Breakfast – 92m (third Saturday every month) 18th this month

Raffle held by Pam Remlinger with some fun new prizes

Patrick showed video – Agoura Hills climb 1955

Meeting closed 8:45pm

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Happy February! I realize that it is now March and I am still working on finishing up the February edition of the Hooter. February was a hectic month at work which involved working a lot of long hours. In addition to that, I helped a friend move by driving a 31ft UHaul truck with a 16' car trailer from Oxnard all the way to San Antonio, Texas. That was quite a drive. With all the bouncing around, wind and road noise, it almost felt like I did a long haul in my Mini!

The events calendar is slowly starting to fill up as spring approaches. We recently had our Pismo tour (see this issue for a report). Coming up in a few weeks will be Woodley Park. With it being rained out last year, perhaps there will be even more people out to make up for it. Keep an eye out for email updates for word of a possible caravan to the event.

I wanted to say thanks to those who have submitted articles for the newsletter. I can use all the help I can get. I'll be publishing all of them in the coming months.

Cheers~

Patrick Redd

CCBCC Editor



Penfield School says "Thanks!"

CCBCC received the following thank you letter from Penfield school for the club's contribution of bears on the Teddy Bear Run.

Dear Darryl and Club Members:

Please accept our sincere appreciation from all our Penfield students and staff. The teddy bears are gorgeous and the children absolutely love them!

We all look forward to seeing each of you again next year. You and your group really help make the Holiday season special for our children.

*Sincerely,
Cathi Nye
School Principal*

CCBCC's own C. Darryl Struth has been organizing the annual Teddy Bear Run since it began. This past event marked the event's 22nd year. The "entry fee" for the event is a new teddy bear. The collection is then donated to the handicapped children of Penfield School. Please see the November-2011 edition of the Hooter and the photos section of the club's website for a write up on the past event. www.centralcoastbritishcarclub.com



The Clear Hooter!



Martin Keller's Lotus 7 Clone

Photos and story by Martin Keller

First let me say my 1963 Lotus 7 Clone is just that and not a real Lotus 7 and is not a kit. It is more of an accumulation of different approaches to a car that looks and is the same size as an early Lotus 7 America Series II which was sold and produced in the early 60's (1960 to 1967) as an assembled car and as a kit by Lotus for the general public to be able to build and then have a great little sports car that was then able to be raced on the weekends if so inclined by the owner also to be assemble by the owner to get around the Purchase TAX that the British Government had in place at that time and to this day I do believe. Some history of my Lotus 7 and how I came to building my own version of this great little car from scratch. It all started back in 1968 when I was given the chance to drive a Lotus 7 America that was powered by a BMC series A (948cc engine) and realized that the Bug Eye Sprite that I was driving with the same engine was slower due to the fact that the 7 handled a lot better mainly due to the layout and difference in the suspension setup (disk brakes up front and drums in back). You could go deeper into a corner before you had to lift off the gas pedal and get on the breaks if you had to break and that let the 7 get just that much more ahead when being driven on a track. It also made me realize that I could not drive my Bug Eye as fast or as hard into a corner just because it did not handle as well as the 7 did. I immediately realized that if I were going to continue racing that I would want to have one for myself but then realized that I could buy two Bug Eyes for the price of one real Lotus 7 America back then (about \$4000 US delivered as a kit) and that my father would not go for that as he was the money behind my sport racing at the time. Needless to say I stayed with

the Bug Eye and life then caught up to me and a lot changed such as a career in the US Navy and a family and a couple of different business over the years. Until one day (2002 time frame) my wife and I were talking and I commented that the one cars that I would like to have was a Lotus 7 (my wife and I have owned 235 different cars since 1969 which is a whole other story in its self for some other time) and she said why do you not try to find one and restore it if you really want one. That then started my quest to find a 7 and purchase it for my own which led me to building my car from scratch as I will explain.

First I had no idea as to where to start looking for a Lotus 7 America so I called my longtime friend who has the Lotus 7 that I drove back in 1968 as he has managed to keep his car all this time and I figured he would know if there where any real Lotus 7 Americas still out there that I could acquire to restore and have fun with so I gave him a call only to find that he did not know of any and he was not parting with his car but he would ask around and let me know. The whole time he was trying to not laugh to hard at me because I had told him what my budget was to purchase the car to start with and to restore it. I said to him that I did not want to buy a pile of rust or worn out parts but wanted something that I could drive and restore. (I now know a true Lotus 7 will sell from between \$10K [a pile of parts] to upwards to \$125K, a Caterham 7 kit will cost between \$35K to \$65K depending on the options, a Westfield will sell for between \$28K to \$50K depending on options) So a couple of days passed when my friend called me and told me there was one in Georgia just outside of Atlanta that was for sale and was

The Clear Hooter!

Martin Keller's Lotus 7 Clone

drivable but the owner would not say for how much when asked by my friend, he then gave me the phone number of the owner so I could call and inquire on the price of the car which I did and was told the following, "If you are really interested in the car you will have to come to see it and then we will talk about the price." I tried to explain to the owner that I lived in the Portland Oregon area and that a trip to Atlanta to look at a car that I was not sure that I would purchase without knowing how much the asking price was just would not work for me at the time but that I would keep it in mind and would consider it if I knew the asking price. Needless to say the owner would not tell me what he wanted for the 1963 Lotus 7 he owned without me coming to see the car.

I call the owner every week for about two months and he still would not tell me how much he wanted for the car which made me even more interested so when a trip back to the east coast to see family in Philadelphia, PA. happened to occur I made arrangements to go see the car on my way back home to Portland, Oregon via Atlanta instead of a more direct route home.

Apron arriving in Atlanta I was surprised to see the familiar face of my friend as we had talked in length about what I should look for and I had told him what I was going to do so he arranged to go to Atlanta and go to see this 7 with me (he owned a company called Party America at the time which is now Party City over 700 stores nationwide) so it was not really that big of a deal for him to show up at the airport and meet me to go see the 7 that was for sale at the time as he had several stores in the Atlanta area. We both then climbed into a rental car and drove to the address I had been given to see the 7. Apron arriving at the property we were greeted by the care taker who said I was expected and that the owner would be along soon and that we should wait by the garage for him and showed us to the garage. Needless to say both myself and my friend were now very interested in what other cars were being kept in the garage that we were waiting in front of for the owner as the garage (one building) was larger than both of our homes and sure cost more than both of our homes. As the owner appeared the doors started to open to the garage and we introduced ourselves and I asked why open all the doors and the reply was that he was not sure where in the garage the 7 was parked so we were able to see all of his collection which was very impressive to say the least (think Pepsi) (kind of like a Jay Leno garage) with numerous collector cars and neat things. The 7 was just sitting there and at first did not look like it was drivable due to its appearance as it looked like it had not been driven in quite a while but started once the battery was hooked up. I was then told that this 7 had a real documented racing history and it was in the condition it was

raced the last time and that it did not get driven very often due to that reason. Once it was moved out of the garage, I was given the opportunity to drive it down the driveway and was told that it would jump out of second gear unless I held the shifter in place as the gearbox was in need of rebuilding due to being worn and yes it did jump out of gear very easy. After looking the car over and driving it down and back up the driveway I decided I was interested and ask how much the owner was asking and was floored by the asking price of \$85,000. I told the owner that I was not interested in it at that price as it was way over what I had planned for (I had budgeted \$35,000 to buy and restore a 7) and that I was sorry I had taken up his time when he asked me the following, "Do you not think that the car is worth that amount of money?" to that I answered not to me and that is when the owner stated the following, "I have a standing offer for \$100,000 for that car and you do not think it is worth \$85K.". My reply to him was that he should call whom ever made that offer and take the money as I cannot afford that amount nor would I spend that kind of money for a Lotus 7 America even though it has a documented racing history as that is not what I was looking for in a car for myself. His reply was he respected my position but he would not sell his 7 to the person who made that offer and asked what I would pay to own the car as it sat. I then told him I did not want to insult him with what I figured would be my best offer as it was nowhere near his asking price and that we were sorry for taking up his time and would be leaving which we did. I later found out the 7 that I had looked at sold for more than the owner's asking price at auction and is now in a private museum.

On the flight home from Atlanta via Houston via LA to Portland I began thinking I can build one of those if I can get all of the major dimensions and lay it out in AutoCAD so that I can figure all of the tube lengths and use a donor car for the front end and rear end and drive train just as Collin Chapman had done when he designed the original 7 using an Austin 7 as the donor in 1957. I figured I could use an MG Midget as a donor and then decided to use an MGB that I had access to for all of the major components such as the engine, gearbox, rear differential, front spindles and such to build a clone. So the same evening that I arrived back home I called my friend and asked if I could come to his home in Oakland, Calif. and take measurements of his car which he said would be OK with him as his car was semi apart at the time and that I was more than welcome to do so. The next couple of weeks I found myself researching a lot about the Lotus 7 and the Caterham 7 and the Westfield 7 and how they were built and realized that I could do this fairly easy so the first three day weekend that came up I flew down to my friend's place and spent the better part of the three days in his

Martin Keller's Lotus 7 Clone

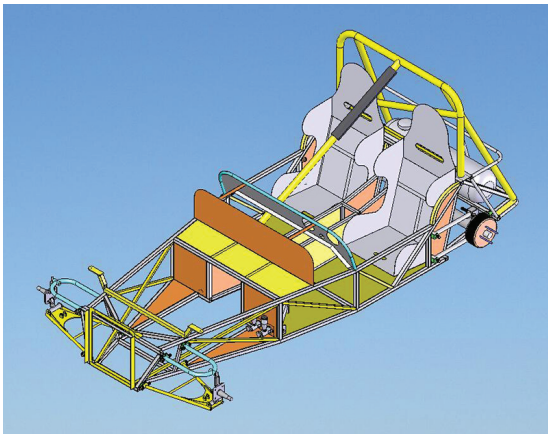


garage taking measurements and angles and sketching parts in AutoCAD and taking notes of the way his car was built. Upon arriving back home in Newberg, Oregon that Sunday evening I sat down and started making piece part drawings for the frame tubes and by Tuesday evening I had enough information to be able to order the steel tubing the following morning which I did. On Thursday the steel vendor delivered my order of steel tubing to my shop at 8am and I started to cut and tack together the basic frame of my car from my drawings and dimensions. The basic frame took about 15.5 hours to cutout and tack together and the only way that I know this is my wife walked into the shop at about 11:30pm that Thursday and asked if I was coming home and I was just lifting the basic frame off the welding table and placing it onto the floor as she walked into the shop, otherwise I would not have known that as I did not keep track of the hours I spent working on my car. I did mark everyday that I did work on the car on two different calendars that I hung in my shop on a wall just so I could see how long it did take me to build my car. The day that I had the car inspected by the Oregon DMV and received a title and registration and plates for my 7 I went back into the shop and took down both calendars to add up the number of days that I worked on the car over the 18 months that it took to build. I was surprised to find that I only had 89 check marks on both calendars and I always made sure checked off the day on the calendar even if I just went into the shop to look at parts for 5 minutes or worked all day on the

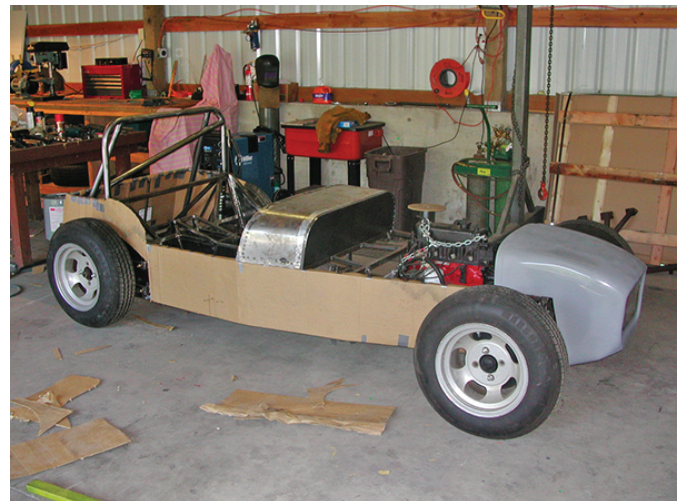
car. Needless to say I was very surprised that I did not have more check marks on both calendars but I guess that is what happens when one gets the bug and sets a goal to accomplish something that a lot of people attempt but never see finished or would have finished themselves due to the complexity of this type of project that get started and never get finished. This is one of the reasons that I try to let as many people that look at it and ask questions about my car sit in it or ride in it or drive it when the opportunity presents itself as I truly believe that if I can do it and I share it with others then maybe someone else will do the same thing and inspire others to do the same or at least get people interested in the automotive fields as a hobby or life style as I have.

As a foot note I know that without the support of my wife and the need to prove to myself that I can do just about anything I set my mind to do, I would not have had the fun and learning experience that I have had in building my Clone 7. Would I do it again, well most likely but not anytime soon as there are other things that I am pursuing and enjoy doing, plus I do not have a shop here in Ventura at my home at this time.

-Martin Keller



CAD drawing of the frame



Cardboard body panel templates



The frame taking shape



Martin hard at work.

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Photo by Bill Rogers

Pismo Beach Tasting Tour

by Michelle Brownstein

photos by Patrick Redd



The 2012 CCBCC Tasting Tour held February 4th and 5th in Pismo Beach, is now but a pleasant memory for all fortunate enough to attend. The Cottage Inn in Pismo Beach was once again the Club's home base for this annual event. Our run of good luck with the weather continued and couldn't have been more perfect.

Our first wine tasting stop was at Venteaux. They were ready to welcome the gang with their specialty: red wines. This winery also had a tennis court and a pool for their guests, but it was too chilly to try them out. This winery is where a few of the gals of the club purchased the winery's royal purple vests and jackets.



The second stop was at Rottta Winery to have lunch. After lunch the owner took the group on a tour of the facilities. This is a family owned winery that has limited square footage for production. They have high ceilings and had customized wine tanks that are thinner and longer than the average size. This winery has a variety of wines including a dessert wine that's caramelized by leaving the barrel out in the sun. They are the only ones in America to produce it. After wine tasting/lunch, the group caravanned to either Hearst Castle or Piedras Blancas Lighthouse.

Pismo Tasting Tour



The tour to the Piedras Blancas Lighthouse was very informative. The tour guides for one group was a married couple (Abe and his wife) who volunteers their time and labor to this historical landmark. Abe guided us throughout the buildings sharing his knowledge about lighthouses, marine life, wild life, etc. His wife was on the look out for whales. We were fortunate to have seen two whale appearances and a couple of sea lions dancing around in the water. Let's not forget the thousands of migrating elephant seals that covered the entire shore (which is closed to the public).

The lighthouse is no longer functioning and is now being restored from earthquake damage. Most of the buildings surrounding it are still intact and are maintained by volunteers and public donations. The buildings around it were to support the operation of the lighthouse. One building was used to store kerosene, another was used to house the emergency signals for ships, and others were used as housing for the lighthouse workers. The tour took the group inside all of the buildings and around the lighthouse path.

After the lighthouse guided tour, the group drove back to The Cottage Inn for the traditional potluck to end the day. The members brought everything from salads to chicken wings to Costco pizza to Marie Calender's pies. The potluck wouldn't be complete without raffle prizes, which were particularly generous this year.

Overall, it was a fun filled day with the CCBCC members and guests.

A big thank you and kudos to Michael Frustere and Allen Merriam (with invaluable assistance from Dee Frustere and Lynn Merriam) for organizing yet another very fun event, selecting the wineries, and mapping out the routes.

There are lots of photos from the event posted on the club website from several club members. Check them out at www.centralcoastbritishcarclub.com

***Editor's note:** I seem to remember a list of donors for the raffle prizes but I'm unable to locate it. It will be published in the next issue if found. My apologies.*

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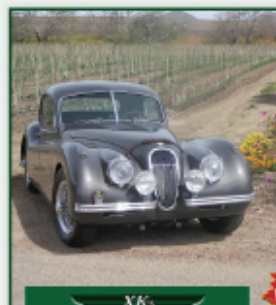
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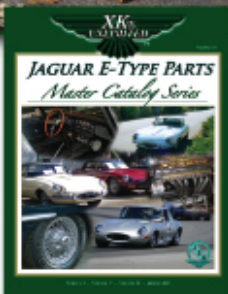
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CENTRAL COAST BRITISH CAR CLUB (CCBCC)

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(2012)



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How did you learn about our club? _____

Newspaper ☐ Car Show ☐ Other ☐ _____ Referred by: _____

Central Coast British Car Club is a non-profit organization created to preserve the marquee of all British cars. Membership dues are \$30.00 per year for renewal and \$40.00 (includes Name Badge, see form below) for new members. Dues shall be paid no later than the **last day of February**. Each member has access to our monthly newsletter, "The Clear Hooter". We have monthly meetings on the first Tuesday of each month at 7:00 pm at Carrows Restaurant, corner of Harbor and Seaward in Ventura. We also sponsor many events including wine tours, rallies, brunches and car shows, with some events benefitting the community as well as attending many additional events.

See our website at www.centralcoastbritishcarclub.com

For additional information regarding membership please contact our membership chairman:

Diane Armstrong - Rnda2@sbcglobal.net Phone: 805-659-1557

Mail your check, payable to: "Central Coast British Car Club", with this completed form to:


CCBCC/Membership
P. O. Box 503
Ventura, CA 93002

☐ Cash ☐ Check No. _____ Amount: _____
Additional/replacement badges \$10.00 each

Badge form - please print

Badge type: PIN ☐
Magnetic ☐
Clip ☐

=====

	CENTRAL COAST BRITISH CAR CLUB

Your Name	



Monthly Car and Bike Show

Every Third Saturday of the month at The Cottage from 9am-1pm. Have breakfast while you display your classic car, muscle car, streetrod, bike, or lowrider. No entry fee. Drawings and trophies at noon. The Cottage Cafe, 2611 E. Thompson Blvd, Ventura - next to the USA gas station. See the events section on our CCBCC website for a copy of the flier. For more info, call C. Darryl Struth at 644-6211.

Monthly Breakfast - CCBCC event

Breakfast meets will be at the Cottage for the remainder of the year (see info above). New venue TBD in 2012.

Queen's English All British Car Meet - Woodley Park, Van Nuys. Sunday, March 18, 2012 - 9am to 4pm

It will be a non-judged "meet" designed for the enthusiast and serious collector alike. All British marques (cars and motorcycles) are welcome. For more info and directions, visit www.queens-english.org/

British Extravaganza Buttonwillow Raceway Park Buttonwillow, CA (near Bakersfield) May 5th & 6th, 2012

For more info, directions, etc. please visit www.vararacing.com

San Marino Motor Classic - June 10, 2012 at Lacy Park in San Marino, California

Automobile Weekly called the 2011 San Marino Motor Classic, "Pebble Beach South." Enjoy a day in one of southern California's most beautiful parks adorned with over 240 Classic and Collector Cars. Buy your tickets before the event for \$25.00 or on the day of the event for \$30.00. Enhance the experience with a VIP Ticket that includes a gourmet lunch and fine wines and beer, only \$125.00. All tickets can be purchased online. Check out www.sanmarinomotorclassic.com for more information.

Ventura Motorsports Gathering - Marina Park, Ventura CA, Sunday, July 15

For more info, please visit www.venturamotorsportsgathering.com

CCBCC Car show - Channel Islands Harbor July 22nd - This year we'll be celebrating 50 years of the MGB!

Keep an eye on our website for the latest show information - www.centralcoastbritishcarclub.com

5th Annual Citrus Classic Balloon Festival: Friday & Saturday July 27 & 28, 2012

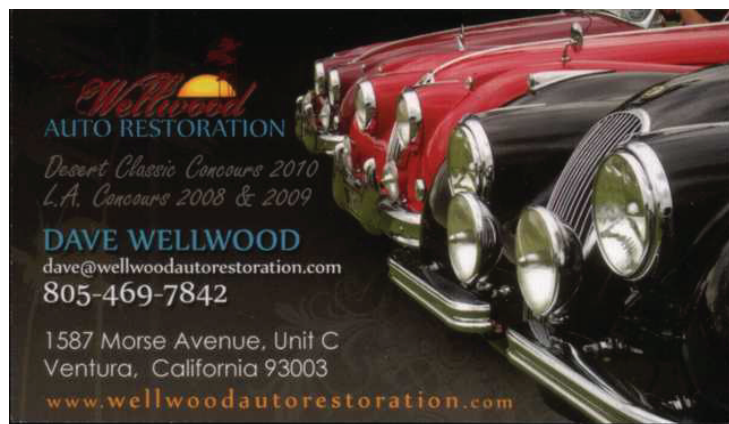
Mingle with balloon pilots, enjoy outdoor dining, wine and beer tastings, car show, browse arts and craft vendors, connect kids with interactive, fun discovery of agriculture and balloons, relax with live music. CCBCC members have been invited to attend the car show. For more info, please visit www.citrusclassicballoons.com or call 805-525-2057 for more information.

Rolex Monterey Motorsports Reunion - Laguna Seca, August 17-19, 2012

The Rolex Monterey Motorsports Reunion is a cornerstone of the Monterey Peninsula's Classic Car Week. Approximately 550 vehicles will be accepted to compete in the world's premier motoring event, based on the car's authenticity, race provenance and period correctness. The 2012 featured marque is the iconic Shelby Cobra, which celebrates its 50th anniversary. For more info, please visit www.laguna-seca.com/rolex-monterey-motorsports-reunion.

Pebble Beach Concours d'Elegance, Monterey, CA, Sunday August 19, 2012

Features for the 62nd annual Pebble Beach Concours d'Elegance include Maharaja Cars and the marques of Mercer and Fiat. Special classes will recognize Saatchi Coachwork, AC and AC Cobra, Sport Customs, and German motorcycles. For more info on the week's events, please visit www.pebblebeachconcours.net



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Who came to the February 2012 CCBCC Meeting

Patrick Redd
C. Darryl Struth
Chuck and Pam Rimlinger
Jack Waschbusch
Gary and Pat Rice
Bob Prieve
Sue & Dave Wellwood
Martin Keller
Byron McCracken
Kelvin Dodd
Allen Merriam
Franco Manetti
Daisy Tatum
David Schutzer
Brian Bastow
Joe Kern
Randy & Debbie mane
Gary Cooper
Leonard & Judy Halpin
Michael & Dee Frustere

The list didn't make it's way all the way around the room so some of it was compiled from memory. Sorry if your name was missed!

**The Hooter is available
online and in full color! Visit
www.centralcoastbritishcarclub.com
to check it out.**

The Clear Hooter!

*Central Coast British Car Club
P.O. Box 503
Ventura, CA 93002*