

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB 

Volume 27 Number 6 JUNE 2011

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Vintage Triumph Register



Charter Member since 1984

British Extravaganza at Buttonwillow
Photo by Patrick Redd



GENERAL MEETINGS

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

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2011 GENERAL MEETING DATES

JAN., FEB., MAR APRIL MAY JUNE
JULY AUG., SEPT. OCT. NOV.

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 mo. 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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Use THE CLEAR HOOTER Classifieds. No charge to members. Non-members pay \$25, Ads run will run for 3 months, unless otherwise indicated by the person placing the ad. Anyone who wants to place a commercial ad or open a commercial account may do so by calling: Allen Merriam (805) 643-6657 email: alyn123@sbcglobal.net Rates depend on size and other mitigating factors

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



June 2011 President's Letter

Well! We're half way through the year, it's June. In fact today is the 21st, the Summer Solstice, the longest day of the year when the sun reaches the Tropic of Cancer and turns back toward the equator. In the UK it's known as Midsummers Day, so why do you guys call it the First Day of Summer? Maybe someone can explain that to me?

The CBS has had a pretty good year with well attended meetings, breakfasts and events and I think we have an interesting second half of the year coming up. Our May monthly meeting was well attended. We had the opportunity to order our own Car Show golf shirts or sweat shirts and we saw the final video of the Morgan Plant modernization. I wasn't able to be there but from the reports I got everyone had a fun time at the 'Pub Run and Darts' Rally. We had nine people at the monthly breakfast on the 18th. I had another personal commitment and I know some other folks were on vacation. We're all looking forward to this month's breakfast and we have our 'Car Show' coming up on July 24th. We all need to get our cars and ourselves ready for that.

I often wonder how some people have a real interest in or even see beauty in motorcars while others just want a people mover. For me it was an automatic thing. My father always had a car, not necessarily a new one and, at first, always black. In the 1940's and 50's cars were always black in Britain. He could always fix anything that went wrong with his car. Saturday afternoons were often spent watching motor racing on the BBC at Brands Hatch, Donnington, Silverstone, Goodwood or somewhere like that and the air was full of names like Fangio, Brabham, Moss and Hawthorn. On our fifteenth birthday's, my father bought my brother and myself a motorcycle each (15 was the age at which you could legally drive a motorcycle) Instructions that we were required to finance and maintain them ourselves. Of course we were already maintaining our bicycles ourselves but you soon learn how work on engines and gearboxes under those conditions. In fact, I would completely rebuild the engines every weekend just to try and get a bit more speed out of the machine.

That transferred to cars at the age of seventeen (minimum age for cars). My father taught me how to drive but I could never afford a car of my own until much later. So, I worked on my friend's cars. The most interesting car I rebuilt, although I had other people do a lot of the work, was a Lotus 7. In 1973 I'd been working a contract for Mobil Oil in the Sahara Desert in Libya, which paid very good bonuses, so I decided to treat myself to a Lotus 7. I found one in the Midlands of England with a 1500cc Ford GT engine, caught a train up, paid the asking price of six hundred pounds, about \$1800, and thrashed it home down England's main motorway (Freeway) the M1. On the way down I blew up the engine but I had a friend, Charlie, who was a mechanic for the McClaren Racing Team, and Charlie offered to blueprint the engine for me. He bored out the engine to be a 1600cc, Formula Ford size. He balanced each piston including its con-rod to be the same weight. He also balanced the crank shaft. One evening I went over to his shop and he was scraping out the cylinder head and measuring the volumes with a pipette to match each cylinder exactly. When finished that engine was so balanced that we had to put a limiter on to hold it down to 12000 revs. Either that or dry sump it. The whole car only weighed 750 pounds, loaded, so then the problem was to transfer the power to the road which required new suspension all round. 0 to 60mph in 4 seconds! Then I sold the car to a young man who lived nearby. He turned it over three days later, said he was just cruising but witnesses say that there was an E Type in the area at the time.

All the Best,

Richard Armstrong

CENTRAL COAST BRITISH CAR CLUB

Central Coast British Car Club Meeting - June 2011

June 2011 Meeting

General Announcements

1. General Announcements

Member introductions included some new attendees – Dave Rose is expecting his TR6 from Texas very soon.

Richard and Sue confirmed that 10-15 members still have not paid their 2011 club dues; Barry Roberts paid his at the meeting.

Diane Armstrong was nominated and unanimously voted in as Membership Chairperson.

The 'Cars of the Month' were Bill Rogers' Sunbeam Tiger and Steve Remington's 1969 E-Type Jaguar (2+2), and each gave a short presentation about vehicle history and ownership experiences.

A presentation by Kelvin Dodd about Moss Motors was postponed as he and Bill Guzman are in Reno for the MG event.

The Moorpark CC Monthly CCBCC breakfast was held 5/21 and well attended despite unexpected table arrangements. The Pub Run to Brendan's via the Nut House and a cul-de-sac on 5/28 was also well attended and enjoyed by all.

Dave and Sue Wellwood reported that permits, food vendors and volunteer list were arranged for the Car Show. Darryl will send a flyer to the VC Star, and trophies will not be marble this year but remain TBD. Gary will need help with regalia and raffle ticket sales at the show; he has secured the environmental permit. Sue will order T-shirts only plus any special shirts requested by members.

Jack Waschbush attended California Healey Week in Ventura and mentioned the Clovis show to be held Sept 24/25, he also suggested we consider a joint venture with the Healey group to publicize each other's car shows.

2. Ongoing and future events

Johnny Rockets, Camarillo (first Saturday of month from 7-10am)
The Cottage meet in Ventura 9am – 12 noon (Third Saturday every month)

Supercar Sunday 7 – 10am (Westfield Promenade Mall)

Tigers Unlimited at the Queen Mary, Long Beach

Milestone Club Fathers Day show 6/19

Oxnard Jalopy 6/25

Raffle held by Gary Rice.

Patrick showed the last video provided by Trevor of a BBC TV episode on Morgan.

Meeting closed 8:45 p.m.

Trevor J. Marshall - Recorder

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Busy busy!

Hopefully if all goes well, by the time this edition of the Hooter comes out, the club should have online entry available for this year's car show. I have a couple of details to sort but it's almost there. With the club having a website, the newsletter available online, and now online registration, we'll be up to speed with all the current technology!

I'm learning a new method for creating websites and hopefully will overhaul our current site before the year is out. With all the new devices out there available for web browsing, sites need to adapt to fit these new formats. The new method also allows for easier updating from any computer with no new software to purchase. This could make the webmaster position available to just about anyone with basic internet /computer skills. We'll see how development on my end goes.

Patrick Redd

Webmaster/newsletter editor



Show and Tell

For the June meeting, club members Steve Remington and Bill Rogers brought their cars to the meeting and shared stories about their cars. The E-Type belongs to Steve and the Tiger is Bill's car. Bill submitted a nice article on his car's history. You can read it in the May, 2011 edition of the Hooter.

Steve's car has an interesting story behind it as well. Perhaps we'll publish it in a future edition of the newsletter. If your car has an interesting story behind it (they all do!), contact Richard Armstrong or Patrick Redd (the editor) and we'll be sure to get your story in a future edition.



Sir Stirling Moss OBE Announces His Retirement From Competitive Motor Racing

Submitted by Albert Escalante via <http://www.stirlingmoss.com/>

During qualifying for the Le Mans Legends race, Sir Stirling Moss OBE, made the decision to retire from the sport he loves. He leaves motor racing as one of the most recognised racing drivers in the world, having raced from the age of 18, winning the British Grand Prix twice, the Monaco Grand Prix three times, the Mille Miglia, the Targa Florio and the Tourist Trophy, as well as countless other races, during his professional career. He then went onto compete in historic racing. As patron of Goodwood, he has helped make the Goodwood Revival and historic racing around the world hugely popular. He is regarded as one of the greatest motor racing drivers the sport has ever known because he loved the racing itself. As Stirling said, on the day of his retirement, "I love racing, but now it is time to stop". The announcement above should have come

BEFORE Sir Stirling literally destroyed the original Aston Martin DBRS-1 at the Monterey Historics a few years back hitting the gravel on turn one at too fast a speed...it cast like 10 Mil to undo that little oops! But anyway Farewell Sir Stirling Moss! I hope you all the best...You are now an official living Legend!



British BUTTONWILLOW Extravaganza

PHOTO AND STORY BY PATRICK REDD



British Extravaganza



June marked the return of the British Extravaganza to Button-willow. Traditionally the event took place the first week-end in May. Normally June can be quite warm near Bakersfield. This year the British event was greeted with some appropriate English weather. It rained!

The rain was light but continuous at times which made for some tricky conditions on the track. This caused some of the group order to be changed around. The later group (group 5) ran first. I imagine the reason being that this group was running slicks. After group 5 ran, the threat of heavy rain subsided and the schedule was returned to its original plan.

There were a lot of beautiful cars on hand though the turnout appeared to be a lot smaller than last year. Perhaps it's a sign of the times or there were some other races on the schedule coming up too close to this one. One of my favorites was the Jaguar XK 120 (or was it a 140?) That car ran in several of the races. I'm not sure what class it was in but it ran in at least 3 different groups. Maybe they were there for the track time and getting the car sorted.

There were a couple of CCBC members running their cars. The Wilsons' were running their yellow Morgan. They ran into some problems and had to pull into the pits after a couple of laps. Richard Maxson was running his Datsun Fairlady which appeared to be running well. A Datsun 510 had an off and oiled up the track when it returned to the course.



Not British but still a cool car!



British Extravaganza



This made for some interesting driving on one of the turns mid-course. One could hear a lot of drivers complaining about it after the race. A Mini ended up winning that group by a good margin.

The final race of the day was the MG/Mini/Sprite/Triumph Challenge. It was delayed while the track was cleaned up. Once underway, the rain returned. It made for some slippery corners. I counted 3 off's on the final turn before the final dash to the finish line. The Mini that had won it's group earlier suffered broken steering at high speed on Lost Hill. Fortunately the driver was uninjured and the car suffered minimal damage. I listed to the driver's account of what happened while his car was being unloaded from the recovery flatbed. He said he caught the edge of the road and the steering broke. At that point he was along for the ride.

After the last race, racers began gathering for bbq and karaoke as this reporter prepared for the long journey back home.



I found a video of the Mini incident online. In this screen capture, you can see the wheel flying in the air



For more photos AND video from British Extravaganza 2011, please visit our website: www.centralcoastbritishcarclub.com



CENTRAL COAST BRITISH CAR CLUB PRESENTS:

July 24, 2011

Channel Islands Harbor

Oxnard, CA



For more show information, please visit
www.centralcoastbritishcarclub.com

50 YEARS OF THE E-TYPE

This is our 21st year so expect a show that will surpass all previous shows! Our super waterfront location has parking on the grass with shady trees and a backdrop of yachts in the harbor. There are adjacent restaurants, a farmers market and hotels available for our out of town guests. Mark your calendars and do not miss this event! All British Cars Welcome Regardless of Condition!



Mickey the MGB

by Jack and Pam Waschbusch

We acquired our pull handle 1964 MGB on July 5, 1983. It was to serve as a replacement for my 1966 white with blue interior Chevrolet Corvette roadster, which I had purchased new in Aug of 1966. I was a bachelor at the time and had just started receiving flight pay while in Navy training in Pensacola, Florida. We sold the Corvette in Feb, 1975. Pam and I had two young daughters, ages 4 and 18 months, and we were facing a Navy move from Pearl Harbor, HI back to NAS Lemoore, CA. The Navy would pay to ship one car back, our Toyota Station Wagon, but we would have to pay \$800 to ship the Corvette. So we decided to sell it. Upon arrival in Lemoore, we used the proceeds from the sale to buy two horses and a used Datsun pickup truck.

I never gave up on the desire to own another sports car. After many years of moaning and groaning, we agreed in June, 1983 that I could start looking for an economical and reasonably priced sports car to replace the "Vette". I found a classified ad in The Fresno Bee indicating "Must Sell Newly Painted 1964 MGB because of young family". "I could relate to that," I thought to myself. Upon contacting the owner it was agreed that I would drive to Fresno on July 3RD to check it out. Pam was working so I took our oldest daughter, now 12, with me. The

instant I saw this little white 1964 beauty, I fell in love with it. I say "little" because of my height. When I sat in it my head was above the top of the windshield. This caused my daughter to call it my "Mickey Mouse" car, as I looked like Mickey driving his car in the cartoons. From that moment on it has been affectionately known as "Mickey" in our household.

I looked it over and told the owner that I wanted to buy it but would have to consult with Pam first. I gave him a check as a deposit and said that we would be back with a cashier's check for the \$1500 that he was asking.

The car was originally bought in San Francisco in December, 1963 as an Iris Blue roadster with wire wheels, black soft top, and optional factory white hard top. The engine was, and still is, a 1798 c.c. with three main bearings, and a four speed nonsynchromesh first gear transmission. The gentleman I bought it from told me that his aunt was the original owner and she had sold it to him. He had had it for several years but now that he was starting to have a family he needed to sell the two seater to buy a four or more seater. I could relate to that, I told him. He told me that he had just recently painted the car, this time a bright white with a new brown interior. I was later to find out

Jack and Pam Waschbusch's MGB



that in addition to its original iris blue paint there was a layer of burgundy paint and then white. After having the car for a while I discovered that it had a transmission oil leak, and not being mechanically inclined, I took it to our local foreign car shop. I was told that they would have to pull the engine and transmission out to fix the leak, at the cost of several hundred dollars, or I could just add 30 wt oil through the transmission's dipstick hole, which sits just behind the radio speaker. So for the next almost 25 years, I kept a hose attached to a funnel along with a couple of quarts of 30 wt oil in the trunk of the car and added a couple of ounces each week. The amount was guesstimated by how much oil was in the drip pan under the car and then confirmed to be at the proper level by use of the dipstick..

The other item that I hadn't noticed when I bought it was a chip in the windshield that over the years eventually developed into a long crack. Again being frugal, the glass was not replaced until the car underwent a complete restoration.

The restoration was started by trailering it to Jim Strohmeier of British Motor Cars in Thousand Oaks on April 16, 2007. I had owned it for almost 24 years and it sat in my garage since Aug. of 1997. It was quite a lengthy process but well worth it, as Jim used his many talents to bring it back to almost perfect original condition. I have included some pictures of the restoration.

Jimmy's brother-in-law Ray Turner did the body and paint

work. It is now painted Old English White and the removable hard top is Damask Red. The interior is a Moss Motors black carpeting package. The seats are also from Moss Motors: black with red piping. Paul of Mac's Upholstery did the installation. Pam and I installed Dynamat insulation to help cut down on heat transfer into the car's interior.

The hardtop is off now and will remain off for the rest of my lifetime. I haven't had the convertible top restored yet so for now we are driving it with only the tonneau cover in place. I plan on having the soft top restored before the MG get together in June in Reno, NV.

I hope that you have enjoyed reading about "Mickey", our 1964 MGB.





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The Clear Hooter!

This 1957 Triumph TR3 was customized with GT bodywork many years ago. Its first derivation was with original wire wheels and TR3 drivetrain. In the 1999 it was found as a basketcase and subsequently 'restored' to its current configuration, including a Chevrolet V8, 9" rear axle, and larger rear tires. In the 1960s, the car was running the original four-cylinder TR3 motor yet the body was and is an entirely one-off constructed in the time honored manner of a hand formed tubular framework, then skinned in 'glass. When this was posted to the bringatrailer.com website, a lot of people were upset at how someone could do such a thing to a car as unique as this. I redesigned the car in Photoshop to see what kind of potential the car could have if it's historic significance was taken into consideration when it was "restored". Do I have a future in automotive design? -the editor



Before



After

Pub Run

The Pub Run, which took place at the end of May, was a new event for the club. Organized by Bill Guzman, the event joined forces with the Corvette club for a drive through some of the scenic back roads of Ventura County. As reported by club members Randy and Debbie Mane: *"Beautiful drive, fun laughs and fantastic company! The fish n' chips were good too. Thanks for a great day!"* Perhaps this event will become an annual event for the club in the future.



The route had some of the drivers going in circles

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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

CCBCC breakfast is to be held the 3rd Saturday of each month, at Moorpark Country Club, Champions Restaurant, 11800 Championship Drive, Moorpark switching occasionally to Santa Paula Airport on 1st Sunday of the month. For more info or when in doubt over when and where, contact Bill Guzman at (805) 484-1528

Ventura Motorsports Gathering - Marina Park, Ventura CA, July 9-10

For more info, please visit www.venturamotorsportsgathering.com

CCBCC Car show - Channel Islands Harbor July 24th - This year we'll be celebrating 50 years of the Jaguar E-Type! Keep an eye on our website for the latest show information - www.centralcoastbritishcarclub.com

Monterey Car Week - August 15-21, 2011 Monterey, California

A must see for every vintage/collector car nut! The week features everything from car auctions, several car shows, a week-end of vintage racing, to the Pebble Beach Concours d'Elegance finale. The featured marque this year For a complete schedule of events, please visit <http://www.montereycarweek.com/Events.html>

Clovis British Car Round-up 2011, Sept. 24-25 Clovis, CA

All British Car owners are invited to enter the 9th annual (2003-2011) Clovis British Car Roundup celebrating the British car hobby in the Central San Joaquin Valley. Join us on Saturday for a tour of the Sierra foothills on Saturday morning and on Sunday take in the only display of British cars in the Central Valley between San Diego and Sacramento! October weather is always great in Old Town Clovis. For more info, please visit <http://www.valleybritish.org/clovis-british-car-roundup/>

Triumphfest 2011, September 15-18, Northwoods Resort, Big Bear Lake, California

The most fun you can have with your Triumph! Beautiful mountain lakeside setting, nestled in the pines and within walking distance of Big Bear Village. Reservations: 800 866 3121, prompt #1 <http://www.northwoodsresort.com> Preferred room rate: \$99.00/night use promo codes "TRSC" or "Triumph Car Show" Room rates will apply for a few days on either side of the event if you'd like to stay longer. Early Bird Special: all rooms are the same price, but some have extra amenities such as fireplaces. If you get your reservation in early, you'll have first pick of the premium rooms. For a full schedule of events, please visit: <http://www.triumphfest2011.com>

Seaside Highland Games - Seaside Park - Ventura Fairgrounds, October 8 & 9, 2011 9:00 am to 5:00 pm

For a full schedule of events, please visit <http://www.seaside-games.com/>

Teddy Bear Run - November - Details coming soon!

Holiday Party - New venue! - Details coming soon!

Have info on an event you'd like to see here and on our website? Submit it to your favorite board member and we'll do the rest!



Who Drove What to the June 2011 CCBCC Meeting

Patrick Redd

C. Darryl Struth

Chuck & Pam Rimlinger

Steve & Casey Remmington

David Schutzer

Brian Bastow

Randy & Debbie Manes

Allen Merriam

Dave Rose

Martin Keller

Jack & Pam Waschbusch

Bill Rogers

Ron Root

Mike & Dee Fustere

Trevor Marshall and wife (sorry, can't read writing!)

Daisy Tatum

Franco Manetti

Dave & Sue Wellwood

Richard & Diane Armstrong

Gary Rice

I don't think everyone signed the list. We had a full house!

**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

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