

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 28 Number 9 SEPTEMBER 2012

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Glen Adams, Al Moss and Chris Nowlan.
Photo by Moss Motors Archives

Vintage Triumph Register



Charter Member since 1984



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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2012 GENERAL MEETING DATES

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 mo. Items may be sent to:

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Email the editor at : juniorredds@dslextreme.com

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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

September 2012 Presidents Letter

So Wow! It's been two months since I wrote my last letter. That's because Diane and I spent most of the month of August on the road, not in a Classic British Car as you might expect but towing a 26 foot Travel Trailer which is a completely new experience for us. Our tow vehicle is a year 2000 Chevy Tahoe which is the classic truck chassis design with a 5.3 litre engine and a weight distribution hitch which I thought was enough to pull a 3680 lb trailer and it worked out pretty well. We drove from Ventura to Lone Pine on the first day, that's about 240 miles of basically desert scenery at a maximum of 100 degrees in the shade climbing about 3000 feet in elevation. The 87 Jag would probably not have made it but the Chevy took it in its stride. We spent a couple of days there and then went on another 220 miles to Walker further North on I395 near the Nevada State line. This included two challenging grades. One just North of Bishop climbs about 3,000 feet in about 8 miles the other I don't know the distances but it climbs over the mountains just North of Lee Vining on the shore of Mono Lake and its long and steep. Both were a challenge to the Chevy, coming down to about 35 mph at times but the engine temperature didn't increase significantly so I suppose that there was no overdue strain. We came home over the next couple of weeks via June Lake which is at an elevation of about 7,000 feet and we had to watch the engine breaking and the disc breaking in our decent of the grades in temperatures of 106 degrees in the shade but everything worked out just fine so it was a good driving experience apart from being a fun trip.

On the Saturday before our trip, August 11, the club went to Moss Motors in Goleta for a Plant Tour. On the Saturday morning before the tour many of us met at the Golden China Restaurant Parking Lot in Ventura and caravanned up to Goleta. We lost a couple on the way and picked up a few when we got there but due to some good team participation we all arrived safely in the end. They had a whole team of people to meet us and invited us to park our cars along the lawn in front of the plant, there was quite a display of MG's, Mini's, TR's, Jag's and all sorts. They had arranged for us to tour the offices, the research shop and the warehouse led by Robert Goldman the Chairman of the company. We spent a pleasant hour or more touring, learning about their operations in Goleta, in Virginia and in the UK, which parts were stored and distributed from where, and drinking coffee. Robert has worked for and been a shareholder in Moss Motors for many years and as you can imagine is very knowledgeable of their business. He was able to answer everybody's questions. We all had a very enjoyable morning before going on to the Goleta Beach Café for lunch where the food was good and the view was what everyone expects of Southern California.

Richard Armstrong
CCBCC President



Central Coast British Car Club Meeting - August 2012

Minutes of the Central Coast British Car Club
Tuesday, 7 August 2012

The meeting was called to order by the President, Richard Armstrong. Introductions were made and a sign in sheet of was passed around. (List of attendees is noted separately from these minutes.)

OLD BUSINESS

2012 CAR SHOW

As Mark Costello, Chair of the 2012 Annual CCBCC Car Show was not in attendance, there was no "official" report presented. There was brief discussion on the show and it was reported that there were 145 cars registered.

Brief discussion was held on some issues related to the ballot counting and awards. A suggestion was made by C. Darryl Struth that the person announcing the trophy winners should definitely be included as one of the members counting the ballots in order to have firsthand knowledge of who the winners are and for what specific category (there were a few problems in this regard which came up during the announcing of the awards).

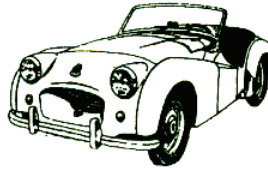
Richard thanked all the volunteers who worked so tirelessly that day. There will be a "thank you" BBQ to be held for the car show volunteers to be held (tentatively) on Saturday, October 6th at Boccali's in Ojai around 12 Noon, pending confirmation with Boccali's. (More details on this will be forthcoming at the September 4th meeting.)

A critique will be sent out to all members in an effort to improve all aspects of the car show for next year. Letters are being sent out to all trophy sponsors, acknowledging their support and generosity. Tentatively, it appears that after the bills are paid, the club will have made over \$400.

Richard asked for members to start thinking about a Chairperson for the 2013 Car Show. The tentative date for the 2013 Car Show is Sunday, July 21st, 2013.

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Busy busy busy! I recently went on vacation and missed a few events back in August. Since then work has really taken off with a couple of clients in particular really running me ragged. As a result, I haven't had the time to go to as many events as I usually do. This in turn puts a limit to material I generate for these pages.

As of late, the newsletter has turned into "What did Patrick do this month?" I think it makes a much better newsletter when stories are shared by you, the membership. The club is a pretty diverse group and I believe their experiences are equally diverse. I've made requests in this corner several times for more contributions and I have received some, but it too is usually from the same few people.

If you go to a show, write up a few sentences, snap a couple of photos, and send it to the editor. I'll do the rest.

Patrick Redd
CCBCC Editor



Meeting Minutes continued from page 2...

Moss Motors Outing

Richard announced that the next club event will be held on Saturday, August 11th, a drive to Goleta to tour the Moss Motors facility. Those interested in "caravanning" can meet at the Golden China parking lot at 8:30 AM on Saturday. They will be providing refreshments and after the conclusion of the tour. After the tour any interested members of the group may make the short drive to the Goleta Beach Café for lunch. Lunch will be available outside on the patio and there will be one check per table plus 18% tip to be included in the bill. Richard asked for a show of hands of those who would be going (so Moss Motors could have some idea of how many to expect) and it looked like a good turnout will be expected.

NEW BUSINESS

New Officers for 2013

Richard asked all members to be thinking about possible officers for next year, as well as a Chairperson for the 2013 Car Show.

Suggestions for Charitable Donations from the Club

Richard announced that the Board is soliciting suggestions for possible charitable donations from the club to an appropriate organization or entity. Those organizations who are interested should contact one of the Board members and will then be extended an invitation to attend a meeting and make a presentation on behalf of the organization they represent.

Upcoming Events

Byron McCracken announced that a Model Train Club will hold a model train exhibit at a private residence in Montecito with proceeds to benefit the Parkinson's Society of Santa Barbara. For further details, you may contact Byron.

Information on the following events was presented with more details available in the Events Section of The Clear Hooter: Supercar Sunday, August 26th, 7 to 10 AM at the Westfield Promenade Mall, this month the British Marque will be featured.

English Motors, September 16th at Fallbrook (near Carlsbad).

Teddy Bear Run will be held on Sunday, November 4th.

2013 Annual CCBCC Wine Tour

Tentatively scheduled for February 8th, 9th and 10th, 2013. A Chairperson or chairpersons are needed for this event. As the attendance was minimal, no raffle was held.

There being no further business, the meeting was adjourned.

Submitted by Junie Cooper, Recorder Pro-Tem

Al Moss

The founder and spirit of Moss Motors passes away

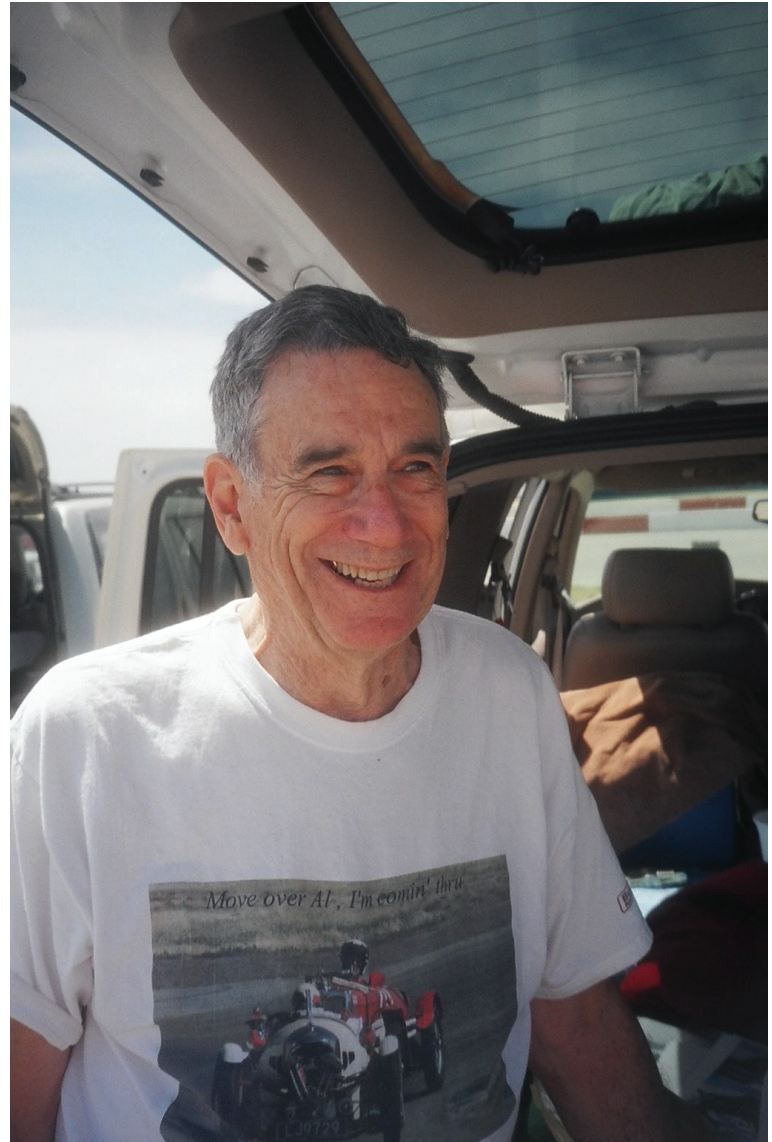
Text from the Moss Motors website.
<http://www.mossmotoring.com/al-moss-will-be-dearly-missed/>

Al Moss, the founder and spirit of Moss Motors passed away Tuesday night, September 25, 2012. Here in our building and in our catalogs, too, Al's presence is still palpable and will be, we hope, as long as we are in business. We are better because of it.

Moss Motors didn't start out to be a restoration parts business at all, and if E. Alan Moss had bought a Ford instead of an MG TC things might have turned out very differently indeed! Al was then a young man living in the emerging Los Angeles powerhouse, and the lure of the TC, known as "The Sports Car America Loved First," was irresistible. After reading about the successful road rallies being held on the East Coast, Al decided to organize one of the first West Coast rallies, this being the summer of 1948.

The rally, which ironically enough ended in Santa Barbara, brought Al into contact with a bunch of fellow MG enthusiasts. However, apart from a passion for British cars they all shared a common problem—parts for these cars were just not available at the local service station and invariably had to be specially ordered to keep these early post-war vehicles on the road. Al had served an apprenticeship in front-end alignment and owned some garage equipment. He saw an opportunity to combine his love for sports cars with the chance to make a living, figuring that a shop working on front ends and the occasional TC of a friend, might work out.

So he took the chance and rented a shop at 3200 Olympic Boulevard in Los Angeles, where the very first Moss Motors sign was hung outside the door. More than the sign was hanging out here, however. Al's British car-owning buddies started to hang out at the shop, and more than once the shop closed its doors for an afternoon because his friends wanted to drive to somewhere more "interesting!" Under Al's leadership this bunch became the "Foreign Car Group"—one of the first sports car clubs in California. An attorney among them had suggested they used the word 'Group' instead of 'Club' to avoid potential insurance problems. Another collection of sports car enthusiasts gathered at Al's shop every Saturday calling themselves the "Moss Motors Luncheon & Bench Racing Society".



Moss Motors was, by now, doing a great deal more than just front end work with Al buying and selling a few cars later in 1948. One TC Al sold for \$1100 was to a teenager named Howard Goldman. Two years later Howard bought another TC from Al (which he still owns!). They became firm friends, and this friendship was to have far reaching implications.

The logical expansion of this growing business was to begin selling new cars, and in the spring of 1950 Al became the West Coast distributor for Allard Cars bringing the first Cadillac powered Allards to the area.

In addition he also became the L.A distributor for the Rootes Group selling Hillmans, Humbers and the Sunbeam-Talbot lines. The Allards were fast and had a richly deserved reputation for being extremely difficult to drive. Al raced one with some success, but a serious accident in January 1951 convinced him that his future might lay in other pursuits. He'd never really enjoyed the new car sales end of the business and so he sold the distributorships, in order to concentrate on the service and parts work he loved the best. Al moved to a new facility on Pico Boulevard, however, he soon outgrew this location and moved again, this time to Venice, just west of Los Angeles proper.

Throughout the late 1950s, service work was the prime function of Moss Motors, however, since the MG TC had gone out of production in 1949, being superseded by the MG TD, parts availability was becoming a major problem. Al began to buy up lots of obsolete parts and even ventured into manufacturing some items. Thus with a supply of parts to support his own service needs, and an ever-growing demand from people who wished to undertake their own restoration and repair, Al prospered. Eventually, with more and more owners calling for spare parts it seemed logical to produce a modest catalog, and thus the first TC catalog appeared in 1962.

By now, Howard Goldman together with his brother Philip, had, in 1958, relocated their family-owned company some 100 miles northwest of Los Angeles to the scenic city of Santa Barbara. After numerous visits with his friend Howard, Al decided to relocate Moss Motors to Goleta, a small town adjacent to Santa Barbara in 1961. And, with the mail order side of the business expanding rapidly, the decision was taken to drop the service side of the operation.

Al was also going international at this time, making frequent trips to England to purchase discontinued parts which his customers urgently required. And Moss entered the computer age in 1970 with the purchase of an early IBM card based system. Rumor has it, that this very machine can be seen in some distant computer Hall of Fame! Also during the early 70's, two junior members of staff joining Al were, Glen Adams, the current President of the company, and Chris Kepler, currently Vice President of Operations, and both are still here forty years later!

Glen Adams, Al Moss and Chris Nowlan.

The business continued to grow as enthusiasts embraced the British sports car movement and Moss expanded by adding parts and catalogs for the MGA, the early MGB, The Austin-Healey and the Jaguar XK120-140-150 series. In 1977 Al purchased 48 tons of 'obsolete' inventory directly from Standard Triumph in England, a shipment which filled no less than four 40ft

containers, and was in fact, the largest single buyout of TR2-3-4 spares ever! Thus, in 1978 Moss Motors published the world's first comprehensive TR2-3-4 catalog and this publication also represented a new philosophy. The catalog illustrated, and listed, virtually all the parts that would ever be needed for these cars, even if the parts were no longer available at press time. This made the catalog a valuable restoration aid and reference guide and set the standard for all future Moss Motors catalogs.

A track favorite, Al raced his "MG" Morgan Three-Wheeler.

By 1978 Moss Motors was supplying parts for British sports cars to customers worldwide, and in fact the business had become so large that it had ceased to be fun for Al, being more like work! It was at this time, that his long-time friend, Howard Goldman, offered to purchase the entire Moss Motors operation. Al eventually took him up on his offer and entered semi-retirement to spend much of his time restoring and racing his collection of British sports cars at his home in Arizona.

At the age of 80, at the urging of his many friends, Al wrote his autobiography: *The Other Moss: My Life with Cars and Horses*. Certainly there will be many additional stories shared of the adventurous, thoughtful and humor-filled life Al Moss vibrantly lived. We are saddened by his passing, but so enriched by him having been with us.



Santa Rosa Valley Car Show



Santa Rosa Valley

By Patrick Redd
Photos by Bill Rogers

The annual Santa Rosa Valley Car Show started out as an event for local residents to get their cars out of the garage and get together with neighbors and fellow car owners. There are some very large houses in the valley, many with equally large garages housing some impressive machinery. The club house where the show takes place is the perfect location for such an event.

One of the main organizers of the event is CCBCC's own Jim Belardi. He had several cars entered in the show. There were many CCBCC members on hand with their cars entered in the show.

As this is a publication for British cars, I've made an attempt to show most of them on these pages. As always you can find many more photos from the event taken by some of the club members who attended. To see them, please visit www.centralcoastbritishcarclub.com. Click on the "event photos" button.





Hello British Car Enthusiasts!



The Seaside Highland Games and the Central Coast British Car Club would like to invite your participation in the Tenth Annual Seaside Highland Games Classic British Car Show, Oct. 13th & 14th, 2012. The Games will take place at Seaside Park, in Ventura, California... just yards from the beach!.

You Can Be Part of the Games!!

FREE admission (up to 2 persons/car/day) to those exhibiting a British Classic Car or Motorcycle. Preregistration is required; your tickets will be mailed to you. You may come for just one day or both. Please plan to arrive by 8am & stay until around 3pm. The Games hours are from 9am to 5pm on Saturday and Sunday.

Among the fun events to be found at the Seaside Highland Games are: internationally known musicians, pipe band competitions & demonstrations, Scottish country & Highland dancing, sheep-herding demonstrations, whiskey tasting, vendors, clan tents, children's glen and YOUR wonderful cars!

Come join us for a fun-filled weekend in Ventura. A number of fine host hotels and charming downtown Ventura are within walking distance of the fairgrounds. Learn all about the games at our very cool website:

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SUN Oct. 14, 2012 _____

One ticket or two? Club Affiliation (If Applicable)

Email and/or Phone Number(s), where you can be reached. Please indicate day/night?

Memoirs

By Phil Coconis on August 19, 2012

of an Independent Repair Shop Owner

My Formative Years Wrenching on British Steel. Or: How I Learned to Never Underestimate the Power of a Real Road Test Experience.

One would think that with all the head scratching, added expense and needless difficulty involved, anyone who persisted in their own repair and maintenance efforts (professional or otherwise) on such flawed contraptions—which I will continue to document in this series on my experiences with automobiles British—must be running as low on vital fluids as the vehicles themselves typically were!

But we're not talking about the repeating of the same procedure and expecting a different result, in this case. The experienced British Car mechanic understood that the oil leaks would persist, the electrics would continue to be performed intermittently and the driveability would literally change with the weather. To expect otherwise WOULD have been a sign of insanity!

Those who would consider such expectations to be rather negative—and a good reason not to “stay the course”, as it were—were really missing the point of these vehicles. The “point” was intrinsically and unequivocally linked to actually OPERATING the machine. The slogan “Drivers Wanted” hadn't exactly been coined yet, but it was something fully understood by any desiring association with these anti-appliances. INCLUDING the mechanic!

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When it came to the driving experience—whether in the form of a road test, vehicle transfer logistics, or just running a customer back to their home or office—time has not diminished the impact these vehicles have made on me. Few modern automobiles even come close to what really amounts to a very unique phenomenon.

Firstly, all of these creations truly had distinctive personalities, even such relatively plebian examples as the Morris Minor or Austin America. These personalities were no mere accident, and were crafted through everything from basic exterior and interior styling, to the powerplant and drivetrain choice, exhaust system employed, and materials and running gear used.

It's something that really needs no translation, which is undoubtedly why generations of car enthusiasts continue to appreciate them, making them now sought after collector vehicles (with an accompanying escalation in price).

But back in the days before they attained to such status, they were generally viewed, on some level as fun, stylish and affordable automotive statements; to which there was really no alternative.

I enjoyed driving them all, for their own special reasons. I'm listing some of my favorites below.

The Triumph Spitfire—which arguably looked to be the epitome of the small-displacement sports car—with its race-inspired reverse-opening front cowl, and well-balanced styling proportions, had this “flexible flyer” dynamic when brought up to speed on any road surface that wasn't billiard-table smooth. Some would have considered that a serious flaw, but it gave the car its own distinct feel. If you didn't like that, there were plenty of other choices.

How about the Triumph TR6, for instance? It had this sort of bulldog dynamic working: snappy inline-six with this very firm clutch that sported a light-switch engagement “takeup”, equally firm suspension and quick steering, and a lot less “frame” flex.

Then there were the MG sports cars. I just loved the way the MGB worked. I felt the “ergo's” were just about perfect for my thin six-foot frame. The car felt very well integrated, for a convertible, and the sound and feel of the power delivery from the twin SU carb-fed larger displacement pushrod four-cylinder seemed very well matched to the whole general ride dynamic.

One of my favorite roadsters was the Austin Healy 100-6, mainly because it was relatively smooth and refined for a car of that class, and it had this wonderful inline-six tuned exhaust note, accompanied by an equally wonderful gearbox whine.

Of course, at the top of the heap was the Jaguar E-Type. Everything just WORKED for that machine! Ridiculously gorgeous styling, a true aviation-style “cockpit”, a drivetrain that was truly “magic”, whether powered by the inline-six or the V-12 (which,



Memoirs continued...

when equipped with manual transmission, had a sound that was just ADDICTIVE!), and great brakes and suspension, which contributed to the feeling that you were exempt from the physical laws governing fellow motorists. Then there were the sedans—or more correctly “saloons”—of which, the Jag’s impressed me most. Those 3.8 and 4.2 “Mark’s” had this interior aroma that was just incredible! The combination of wool, leather, wood and a little bit of good ol’ H2O from the “calibrated” glass and door seal seepage made the driving experience something like being in a mobile English Antiquities Museum.

And then the XJ series had this ride that was absolutely unflappable.

The way the engineers isolated the beautifully designed suspension system from the chassis created a combination that really had no equal for quite a long time!

All of these cars possessed qualities that made measured performance and statistical capabilities irrelevant. With a few exceptions (like the E-type Jag), it really didn’t matter that they weren’t the fastest or best handling cars in the history of the automobile. The driving experience was this EVENT that was just perfect the way it was. When all was working as intended, you had the feeling that you weren’t just driving—you were MOTORING!

“Motoring” didn’t—and still doesn’t—require additional refinement to improve the experience, any more than refining a Horse would help with the experience of horseback riding. It’s good just as it is. Which is why the impact of the driving experience I’ve enjoyed with these cars hasn’t diminished. Which has made all of the head scratching, added expense and needless difficulty associated with working on the things worthwhile indeed!

Phil ran a successful independent repair shop on the West Coast for close to 20 years, working over a decade before that at both dealer and independent repair shops. He is presently semi-retired from the business of auto repair, but still keeps his hand in things as a consultant and in his personal garage.

California Bill to Create Legacy License Plate Program Moves to Governor

The SEMA Action Network has joined with the Association of California Car Clubs and other state enthusiast groups to support legislation (A.B. 1658) that would establish the California Legacy License Plate Program. Under the bill, the DMV would create and issue a series of specialized license plates that replicate plates from the state’s past. Currently, classic car owners can only revive well-maintained old plates that match the vintage of their vehicle. Senate amendments to the bill were just approved by the Assembly in a unanimous vote. After enrollment, the bill will move to the governor for his signature and enactment into law.

We Urge You to Contact California Governor Jerry Brown (Contact Info Below) Immediately to Request His Support for A.B. 1658

- A.B. 1658 would bring a retro look to modern license plates by allowing consumers to choose from one of three classic designs from the 1950s-1960s (black lettering on yellow background or yellow lettering on black background) and 1970s-1980s (yellow lettering on blue background).
- A.B. 1658 would give consumers new options on what sort of license plate to use on their vehicles and provide classic car collectors a risk-free way to acquire plates that match the vintage of their vehicles.
- A.B. 1658 requires that at least 7,500 applications for any one particular plate must be received by the DMV on or before January 1, 2015.

DON’T DELAY! Please contact Governor Jerry Brown immediately to request his support for A.B. 1658. Thank you for your assistance.

Governor Jerry Brown

Mailing address:

Governor Jerry Brown
c/o State Capitol, Suite 1173
Sacramento, CA 95814

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CCBCC member Gary Rice is putting his beautiful Austin Healey up for sale. For the complete story on the car, check out the October 2011 edition of the Hooter.

For sale: 1961 Austin Healey 3000 HBT7L, MK I. Healey Blue with white covers. Engine overhauled in 1979. After engine overhaul, car was dismantled and dismantled on jack stands for the next 22 years in my garage. Had 4 children to put through school. Complete restoration in 2001. Present owner since 1971. Less than 5000 miles since overhaul. Speedometer didn't work until 2003. New top, tonneau cover, side curtains, new gas tank, carpets, upholstery. New 72 spoke wheels, new tires in 2010. Gear reduction starter. Extra transmission, grille, misc. parts go with it. Recent carburetor adjustments. Runs well. Electric cooling fan. First in class 2006 Central Coast British Car Show. \$53,000. Has sentimental value, meaning, if my desired minimum is not met, won't sell. Ph. 805-644-3290. Cell: 805-407-5860



I have a 1969 MGB which is in immaculate condition. I can no longer drive the car and am looking for a buyer. I have had the car for over 10 years and have had it completely restored. I am not too fussy about the price but want the car to go to someone who would appreciate it. I believe the asking price of \$8,500 would be reasonable given the excellent condition of the car. I have other pictures available for any prospective buyer including: Top up, Top down, Engine compartment, Trunk etc.

I can be contacted at tel (661) 513 2020. Thanks- Barry



Classifieds are free to all club members. Clean out that garage! What could be junk to you might just be that valuable part someone has been searching for with no luck.

To post your ad, contact the editor via email at juniorredds@dslexreme.com



Monthly Breakfast - CCBCC event

Breakfast meets will be at Four Points by Sheraton for the remainder of the year (see info above). New venue TBD in 2013. Address: 1050 Schooner Drive, Ventura, CA 93001. For more information and dates, contact Richard & Diane Armstrong - 805-659-1557

Seaside Highland Games, Ventura Fairgrounds - Oct. 12 - 14, 2012

Along with the pipers, dancers, and games, there is also a British car show that takes place. Free admission is offered to club members who bring and display their cars. If you would like to show your car at the Highland Games, either day or both days - Please fill out the form in this issue and send to Paul ... this will entitle you to 2' free tickets per car / per day. Paul mentioned at the last meeting - you can send in the form, just email him or give him a call all the info is on the form. For more information, visit <http://seaside-games.com/> or contact Paul Keener at e-mail address: pcktools@jetlink.net

Art Center Car Classic - Sunday, October 21, 2012 Pasadena, CA

Join top transportation designers, car collectors and auto enthusiasts of all stripes at Art Center College of Design's Car Classic 2012. This fall we celebrate the vehicles that make our heart race, the nostalgia we feel for the cars of our youth and the deep loyalty we have to transportation in all its myriad forms. We'll take a special look at the people, including notable Art Center alumni, who inspired the selection of this stellar collection of vehicles. What inspires them? What challenges will future transportation designers face? And how is Art Center prepared to meet those challenges? For more information and ticket info contact carclassic@artcenter.edu, 626.396.2304. or visit <http://www2.artcenter.edu/carclassic/>

Teddy Bear Run - November 4, 2012 at 10 A.M-

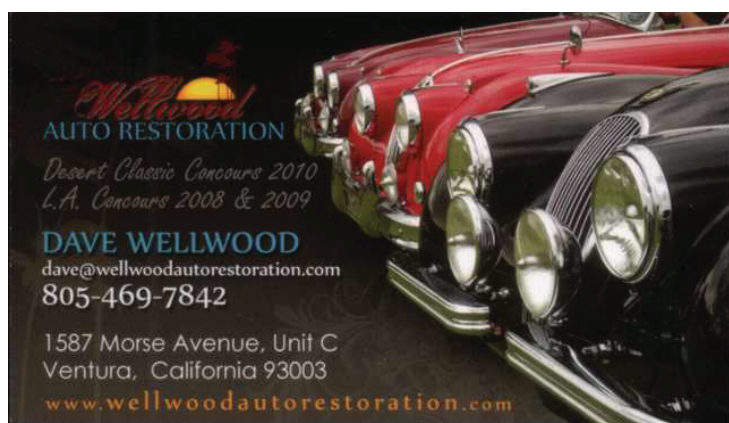
The 22nd Annual Douglas Penfield School Teddy Bear Run will be on . The "entry fee" of a new Teddy Bear provides a real treat for the handicapped children when they are given out by Santa Claus at the annual Christmas Party and Luncheon hosted for them at the school by the Footprinters. Possible new lunch venue in the works for this year.

Holiday Party - Sunday, December 2, Four Points Sheraton, Ventura Harbor

We'll be returning to Four Points by Sheraton this year. More details coming soon.

Annual CCBCC Wine Country Tour - February 2-3, 2013, Pismo Beach, CA

Once again we'll be returning to the Cottage Inn by the Sea in Pismo Beach. The tour will be on Saturday with an after party to follow. Details are still in the works. Rooms at a group rate have been set aside for CCBCC. Make your reservations now!



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