

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 33 Number 3, April, 2017

WWW.CENTRALCOASTBRITISHCARCLUB.COM



The TR4 was not as big a seller as the earlier TR3 or the later TR6. But the speedy Italian-styled beauty was the last pre-Leyland Triumph, and perhaps the best ever built. Ian Wilson relates its story . . .

C. Darryl Struth's Triumph 4 was on the cover of British Car Magazine in Aug. 1989. The magazine is no longer; but Darryl still owns this gorgeous car which is for sale. The magazine article follows on page 6&7



GENERAL MEETINGS:

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

Carrows Restaurant

2401 E Harbor Blvd, Ventura, CA 93001

2017 GENERAL MEETING DATES:

April 4, May 2, June 6

July meeting is being rescheduled due to our regular date falling on July 4th.

Aug. 1, Sept. 5, Oct. 3, Nov. 7

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.

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 Allen Merriam,
alyn123@sbcglobal.net

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 \$5.00 for mailed newsletters, payable with your dues.

Your CCBCC Board Members For 2017

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THE CLEAR HOOTER! Is the newsletter of the Central Coast British Car Club, formerly The Central Coast Triumphs, founded in 1984 by Mrs. Lee Bloomquist and is a chapter of the VTR, Vintage Triumph Register

CENTRAL COAST BRITISH CAR CLUB
2674 E. Main St. #E 614
Ventura, CA 93003

Calendar of all Upcoming Car Events



April 2—First Sunday, Santa Paula Airport. On display will be pre 1975 old cars open to every make, anyone can attend.

April 22—Great British Swap Meet 9-4 See page 8

April 23—Queens English, Woodley Park, Van Nuys, see page: 9

April 28, 29—Rally4Kids, see page: 20

May 6-7—British Extravaganza Button Willow Raceway, see page: 13

May 7—**CCBCC** First Sunday Event at the Aviation Museum at the Santa Paula Airport, on display will be cars from our club and the MG club. see page: 11

May 13—Steve Fort, one of our members is in an acoustic duo. “We are playing at Cold Spring Tavern on Saturday May 13th from 2-5. We do covers of rock songs”

June 10—All British Car Show at the Automobile Driving Museum in El Segundo, <http://www.automobiledrivingmuseum.org/british2017/> See page: 16

June 19-23—GT-42. Solvang. Organized by MG Owners Club-Northern California & the Paradise British Car Club see page: 11

June 25-28— Annual convention of the North American MGB Register [NAMGBR](http://www.namgbr.org/) which is being hosted with the support of the San Diego MG Club, see page: 11

July 10-14—GOF West, Santa Maria, see page: 14 <http://www.gofwest.org/>

July 16—**CCBCC** annual Car Show, Channel Islands Harbor See Page 17-18

Aug. 10 “Thursdays at Newhall on Main Street 2017” European Cars & Bikes Revved Up <http://oldtownnewhall.com/thursdaysatnewhall/revved-up/>

Sept. 10—Sunday, So. California MG Car Club's Boots & Bonnets Car show Fullerton, see page: 11

Sept 23-24—Monarch Dunes Car Show, Nippomo, <http://www.monarchdunes.com/carshow>

Our new business cards, available to any club member so they can be passed out to promote the club. Contact Joel or Pam Justin or pick up at the meeting.

Central Coast British Car Club



Monthly Meetings:

1st Tuesday of each month at 7pm in Ventura.

To find out where or to join the club, click the FAQ link in the lower-right corner of our website.

www.centralcoastbritishcarclub.com

Typical Events:

Monthly Breakfast Runs - Museum Visits
Club Car Show - Wine Tour
Teddy Bear Run - Christmas Brunch

For more info, contact:

ccbcc.form@gmail.com

Or visit:

www.centralcoastbritishcarclub.com

MINUTES OF THE CENTRAL COAST BRITISH CAR CLUB GENERAL MEETING March 7 at Carrows Restaurant



Meeting brought to order by: Club President Michael Gustafson at 7:10pm
Number of members present at start of meeting: 23

Board Members in Attendance:

President:	Michael Gustafson	Yes
Vice President:	Dave Reid	Yes
Treasure:	Chris Vujea	Yes
Recorder:	Martin Keller	Yes
Membership:	Pam & Joel Justin	Yes
Newsletter Editor:	Terry Schuller	Yes
Advertising:	Allen & Lynn Merriam	Yes
Webmaster:	Patrick Redd	No
Presidents Advisor:	Jim Hill	No

The July 4, 2017 club meeting will be moved to July 6, 2017 due to the 4th of July holiday.

The club is looking for suggestions for Brunch Drives and Meeting Topics / Video's or anything that you feel would be of interest to the membership to be discussed or shown at the club meetings. Also the newsletter editor is always looking for photos of your cars and any articles you might want to share with the club via the news letter. All articles submitted will be reviewed and edited as appropriately by the newsletter editor for continuity so please no articles about cats or dogs unless it has something to do with British Cars.

Topic 1: 2017 CCBCC Car Show- The upcoming club car show is in need of volunteers and Opportunity Prizes for the car show. Any Opportunity Prizes donated should be of a value of \$25 dollars or more and car related. These can be brought to any meeting or event and given to any board member to be handed to Pam Justin or Terry Schuller so they can be displayed at the show.

Topic 2: Queen's English April 23, 2017

The Queen's English car display is just around the corner per say and a number of club members usually attend the show for the day. The car show committee will have at least one person at the show to hand out the CCBCC Car Show Flyer / Registration form. In past years several members have caravanned down to the show site and usually meet up at the Las Posas Park and ride in Camarillo just off the HWY 101. More information will be forth coming about this event.

Topic 3: CCBCC BUSINESS CARDS

The board decided to purchase business cards to be given out to the membership so the club information can be in one place and handed out to people who inquire about the car club and our cars. All the member are asked to take a number of the cards so that when the opportunity presents its self the member can provide our club information to inquiring people all in one simple form of information. Contact Joel Justin if you would like to have some business cards or attend any club meeting or event as they should be available.

Topic 4: CAR SHOW VOLUNTEERS

The following people have signed up to assist at the car show in the positions listed below.

Event Set Up: Michael Gustafson, Martin Keller, Joel Justin, Chris Vujea, Pam Justin, Gary Cooper, Pam Waschbusch, Jack Waschbusch, Gerald Davies, Leonard Halpin

Initial Drive Up Check-In: Allen Merriam, C. Darryl Struth, Frank Powell

Registration Table: Brad Cardwell

Data Input: Joel Justin

Opportunity Drawing Table / Ticket Sales: Terry Schuller, Pam Justin, Pam Waschbusch

Parking Directors: Allen Merriam, Dave Reid, Gary Cooper, Jack Waschbusch, Gerald Davies

Event Sign Placement and Retrieval: Martin Keller

Thank you to all the members who have stepped up to help with this club event.

We still need more people to assist even if it is only for a small portion of the time during the event. Especially need help selling raffle tickets.

Continuation of Minutes



Topic 5: Video of a past CCBCC Car Show that was found in the old files of the club

Joel Justin played an old video that was found by the board when they were sorting the old historical files and archiving the documents for the club such as old photos of club events and articles from past events. This video clip shows a number of club members and show participants describing their cars that they put on display at the car show that year.

“**JULIE TIME**” presented by: Julie Root

(JULIE TIME is an in house opportunity raffle that helps support the club social agenda.)

Mike Tooke-See's Candy Gift Card
Leonard Halpin-StarBucks Gift Card
Byron McCracken_-Tub of Turtle Paste Wax
Pam Justin-Jersey Mike's Gift Card
Jack Waschbusch-Tub of Automotive Carnauba Paste Wax
Pam Waschbusch - Jacks Gift Card
Leonard Halpin-Tub of Mother Past Wax
Dave ReidCalifornia -Pizza Kitchen Gift Card
Brad CardwellWood -Ranch Gift Card
Junie CooperTraider -Joe's Gift Card

Meeting adjourned at 8:00_ pm by Club President Michael Gustafson

ReCap of our run to Cars & Coffee—Montecito by Martin Keller



The Joys of a British Car on its first outing since rebuild after a number of years parked in a garage. The day started out with the CCBCC meeting at the Golden China Parking lot for a drive and brunch run to the Montecito Cars and Coffee and then to the Summerland Beach Café. All was going great with three Jaguars and five Triumph TR-6's a Triumph GT6 and a Triumph 1800 and an Aston-Martin.

Terry Schuller and Dave Reid led the way out of the parking lot up the road for Montecito and the group followed. While cruising up the coast highway in light fog I was admiring the view from my GT6 as the group flowed up the highway at a nice leisurely speed when I noticed the TR-6 in front of me seemed to have an amber turn signal that would flash every once in a while so I was watching it when I noticed the driver was looking as if something was wrong and was looking for a place to pull over and eventually signaled to pulled off the highway so I followed him to see if I could render assistance.

Once off the highway and safe in a parking lot I was able to ask Michael what was wrong and he said that his TR-6 was stumbling and losing power so we checked his ignition and found the distributor to be extremely hot to the touch so we sat there until it cooled off enough to start back up. The distributor on this TR-6 has an electronic module that was getting very hot and being intermittent so we had to pull over several times before reaching Montecito and the rest of the group. Once at the Cars and Coffee gathering others helped to get the car running again and one of the group members noticed that the fuel filter was looking like it was doing its job of catching lots of dirt from the fuel system before it went through the fuel pump and up to the carbs and suggested that the reason for the loss of power was fuel starvation and not the electronic module in the distributor. That seemed reasonable but the fuel was being blown out the tail

Long gone are the days when an ordinary working chap could buy a true high-performance sports car without selling his family for scientific experiment. Performance, plain and simple, with bare basics in creature comforts, was the name of the game in the fifties and sixties world of sports cars.

In those glory days there was a wonderful assortment of sports cars designed with one thing in mind: performance at a reasonable price. I was born too late - almost.

My first car was, and is, a Triumph TR4. After falling in love with a friend's newly purchased 1968 TR4A, I set my sights on acquiring my own piece of old country heritage.

The year was 1977. I scoured the local newspapers until I found it, and for a measly \$500, I drove home in a semi-restored, primer grey 1965 TR4. Included in the price - to my delight and my parents' chagrin - was more than a van load of parts. I was, in fact, the proud owner of two TRs. One I drove home to my parents' garage and the other I lugged home a few weeks later crammed in the back of my dad's van. Right now the car is being prepared for an illustrious second career as a vintage racer.

The TR4 was introduced to the motoring public in 1961 as a more updated style of the classic TR2-3 series cars. It offered oodles of affordable performance with body designed by Italian Giovanni Michelotti that featured the luxury of roll-up windows.

The new TR brought a styling and comfort not yet seen in the early Triumph Roadsters. The curvaceous feminine shape of the TR2-3 models gave way to the square-shouldered maleness of the TR4. And much was made of the new Triumph's all-weather capability.

"Compact dimensions and an excellent engine and gearbox enable the TR4 to offer more performance than any other production sports car at the price," wrote *The Motor* magazine in July of 1962. The price was right at \$2,849 for the roadster and \$2,999 for the coupe.

Debuted in the fall of 1961, a total of 40,300 were built. "The TR4 was scheduled and designed by Triumph to come out in late 1960 or early 1961," explains Dave Hagenbuch, TR4 expert at The Roadster Factory in Armagh,

Pennsylvania, "but because of the take-over of British Leyland, it was put back a little bit and didn't come out until the fall of '61. It was the last car that Triumph designed."

He says the cars are hard to find today because they were "one of the last of the TR series to gain popularity with the restoration crowd. Everybody wanted a TR3 or a TR6. A lot of the TR4s that would have been restorable ended up in junk yards."

Still, it was greatly appreciated in 1962, boasting fancier upholstery, and warmed by a heating system said to be the best yet in a TR. It was also the first production car to offer 'face-level' air ducts.

Explains Gregor Grant in his 1962 test for the British magazine *Autosport*: "In addition to a most efficient electric blower, it is possible to direct currents of hot or cold air to both windshield or occupants' feet, separately or combined." Something which would be barely mentioned in a modern review, but pretty heady stuff in the good old days.

The frame, suspension, and motor are nearly identical to the earlier TRs. The track is a little wider (by about four inches), and the suspension systems are changed slightly. Of course, the 2138cc motor is a little more powerful than the 1991cc of the TR3 (compression up from 8.5 to 9.0 to 1), but it retains the tried and true ohv pushrod design, which cranks out 105 bhp at 4,750 rpm.

Standing start times to 60 mph rest somewhere just shy of 11 seconds. With that kind of power strapped to a chassis and body weighing 2,240 pounds, the car moves well, but does it stop well? Grant thinks it does, explaining in his review that "The Girling brakes are immensely powerful, although pedal pressure is higher than one would expect. There was no sign of fade, nor of any peculiarities whatsoever." Indeed, Grant put the car to a good test on Alpine roads during a 'Continental' rally.

Rack and pinion steering was also a step up for the TR4, complete with two rubber anti-shock joints in the column. Those joints may have backfired, for *Car and Driver* reported in April 1962 that bumps in the road surface, along with engine vibrations, were transmitted through the wheel. "On a rough road, the whole steering assembly will rock about, giving the impression it is flexibly attached to both frame and body."

Nevertheless, they report "perfectly predictable handling under all circumstances," albeit with a little oversteer on tight corners. And tracking in a straight line was not to their liking either, for they found the car needed steering all the way.

Power drives this machine through a fully-synchronized transmission with a new low gear ratio up from 3.38 to 3.14 to 1, bringing first gear up to 35 mph at 5,600 rpm.

Overdrive was an option on the new TR, complete with three ratios working on second to fourth gears. Moving back, the rear end brings us to another sore

point. The design of the axle/spring/frame section has the frame 'underslung,' thus limiting wheel travel. The choice of spring rates did not suit *Car and Driver* testers, either, as they report: "It was not uncommon for one rear wheel to be lifted clean off the road on a straight but uneven stretch."

The 4A, brought out in 1965, featured the same motor with Stromberg carbs

instead of SUs and a longer intake manifold (as was the case with the later TR4s). The biggest change, aside from the esthetics of a more deluxe body and interior, was the use of independent rear suspension. It was the move that would bring the TR4 in line with the high-tech of sports cars.

Adapted from the 2000 sedan, the IRS units were said to be troublesome and

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to react poorly under stress. Finally, after ten years of trying with the 4As, 250s, and 6s, Triumph went back to the faithful live axle for the ill-fated TR7.

But performancewise, the TR4 was just the ticket to put the uppity Austin-Healey 3000 and the MGB - both machines had the TR3 on the ropes - in their places.

Gregor Grant of *Autosport*: "With the normal four-gear ratios, performance is all that it could be, with brisk acceleration and a maximum speed in excess of 110 mph . . . the lusty 2.2-litre engine can be run at 5,000 rpm all day without the slightest sign of distress; a comfortable 90-95 mph gait can be maintained indefinitely, with the clock showing around 4,700 rpm."

After a day's testing at Brands Hatch, rally driver John Sprinzel told *Motor Racing* magazine's John Blunsden why the car was such a good rally machine: "As a rally car, the TR4 handles fabulously. There's bags of power from 3,000 rpm upwards, and it's put up some terrific times on the hills, and most important, it feels safe."

Owing to its agricultural lineage, the TR4 drivetrain is perhaps its biggest positive factor. The 'beefy' 2.2 litre, four cylinder workhorse gets some of its design from the engine of a Ferguson tractor. Legend has it, or as some wild rumors claim, the first TR2s used the very power plants which pulled plows and planted seed on the rolling farms of Old England. That's not true, says Hagenbuch, but Triumph's John Black did own part of Ferguson Tractor.

The next TR, dubbed the TR5 in Britain and called the TR250 in America, was basically a TR4 with a six-cylinder motor. Really, the TR4A, 5 and 250s were all transition vehicles en route to the TR6.

Also on the sports car scene was the MGA from 1955 to 1962. (The later 1600cc Mk II sported a 9.9 to 1 compression twin cam powerplant version which yielded a respectable 108 bhp at 6,700 rpm.) The Lotus Elite provided unique motoring up to and beyond 1962, as did the cuddly, little Austin-Healey Sprites.

My own car spent about a year in the garage, where my father and I (mostly my father) put in all the bolts that the previous owner, in his haste to part with the car, neglected. With the mechanical aspects taken care of, we (mostly me) set about sanding the primed *Road and Track* in April 1969 made the purchase for its handling, performance or driveability. And 5% said the car's reputation in SCCA racing influenced them.

Of the 57 TR4 owners surveyed, 67% said they would buy another TR4, noting the car's best features as handling (41%), fuel economy (20%), reliability (17%), and performance (14%).

Pictures from the TR4 article in British Car

The original owner of the car purchased it in Jan of 1964 for a price of \$3073

It was built in 1962; but not sold until 1964

Darryl purchased it from the original owner in 1984

The car has never broken down in the 32 years that Darryl has owned it..

It is for sale, call C. Darryl Struth (805)644-7227

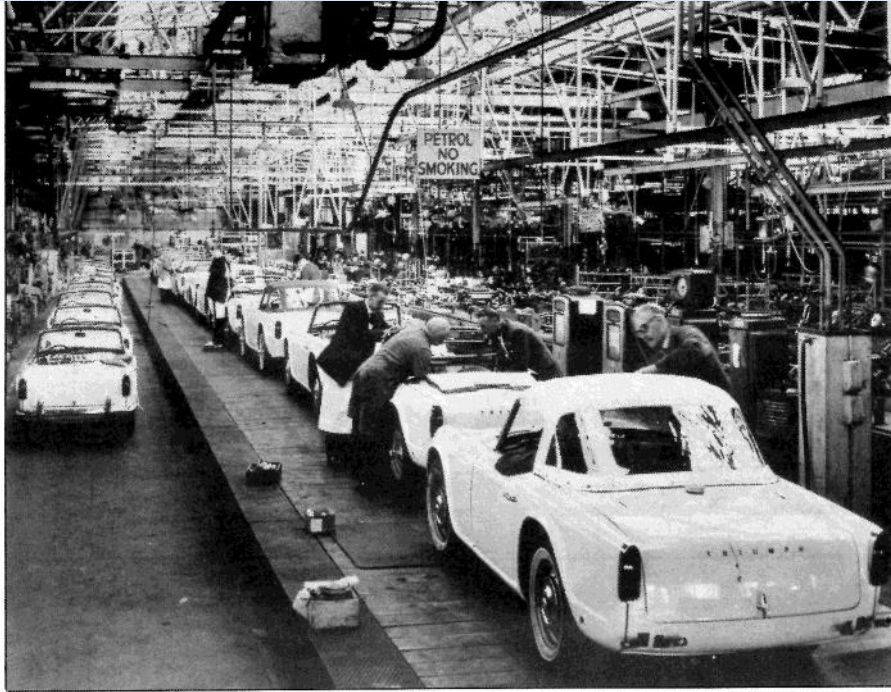


PHOTO: COURTESY JAGUAR CARS, INC.

ABOVE: Coventry assembly line, very early in production. These are American export models; note LHD and whitewalls.

RIGHT: May '65; Bob Tullius cleans up in SCCA D-Production racing.

BELOW: Today, the TR4, like Art Casselman's shown here, makes a fine vintage racer.

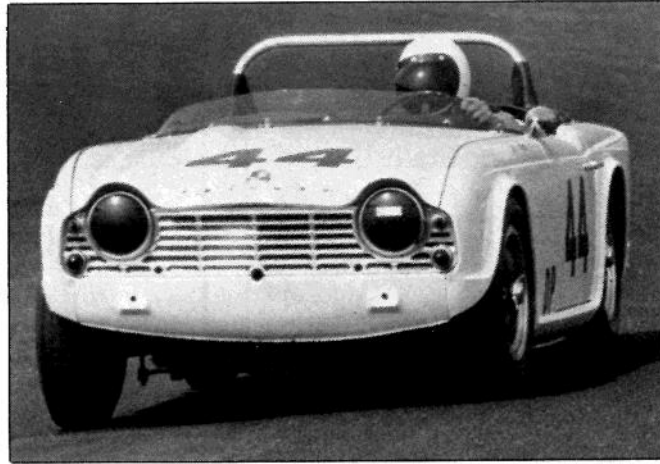


PHOTO: COURTESY JAGUAR CARS, INC.



PHOTO: IAN WILSON

Queen's English



**SUNDAY
APRIL 23
9AM - 4PM**

ALL BRITISH CAR MEET AND AUTO JUMBLE WOODLEY PARK, VAN NUYS

DIRECTIONS: Woodley Ave. between Burbank Blvd. and Victory Blvd. just North of the intersection of the 405 and 101 Freeways. (531 F7)

Info: (626) 797-4221 info@queens-english.org www.Queens-English.org

ENTRY FORM FOR PREFERRED ADMISSION AND PARKING

Years makes & models: _____

Owner's name: _____ Tel: _____

Address: _____

Email: _____

1st Car \$20, 2nd Car \$15, 3rd or more Free 1st Motorcycle \$15, 2nd \$10, 3rd or more Free

Swap Meet **USED AUTO PARTS ONLY** \$20 per space _____

Commercial vendors \$100 per space. _____ **MUST PRE- REGISTER BY APRIL 1**

Amount Enclosed: _____

RELEASE STATEMENT (Must be signed by registrant)

I hereby agree to the following conditions for attending and entering vehicles in Queens English at Woodley Park on April 23, 2017. I agree to release the organizers, volunteers, staff and the City of Los Angeles from any and all liability for injuries, damage, or loss arising from my entry and attendance at said event.

Signed: _____ Date: _____

Mail Entry and Payment to: **QUEEN'S ENGLISH
P. O. Box 2299
Toluca Lake, CA 91610-0299**

Please make checks payable to: "QUEEN'S ENGLISH" Please mail by April 12, 2017.

Register online at www.Queens-English.org Late registration \$25 at the gate.

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Classic Jaguar Association

With the incredible success of last year's meet, the Classic Jaguar Association is once again hosting the Great British Swap Meet. This swap meet embraces all English automobiles and we encourage all of you to empty out your garages and partake in the fun! Bring your old car parts and your new ones. Bring your wish list and wallet. The CJA will provide the coffee and the donuts... we ask all of you to provide the personalities and the parts!

Also, please note the NEW LOCATION:

In Lake Forest, just off Lake Forest Drive, 4 miles inland off the 5 Freeway or half a mile west off the 241 Lake Forest Exit. Turn on to Dimension Drive (Chevron station) and go half block to Pascal Way



For additional Information, please contact:

Frank Gauer
fgauer@pacbell.net
714-293-3120

7am Saturday April 22nd, 2017

(vendors may set up @ 6:00am)

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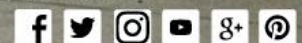


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Other car events coming up



First Sunday Event at the Aviation Museum at the Santa Paula Airport, **May 7th**, Sunday. **CCBCC** club and a MG club will be exhibiting that day. It is a great chance to see the Aviation museum and a number of hangers will also be open. More details to come on where to meet for the drive there.

June 19-23, 2017



Organized by MG Owners Club-Northern California & the Paradise British Car Club Solvang, CA

Save the Date, Solvang, California, is the location for GT-42 to be held June 19-23, 2017. Registration is now open thru the event website. Register online or download a paper copy of the registration form. The website also contains information on the host hotel, regalia, and schedule of events. Convoys from the east and northwest are being organized. Further information can be viewed by clicking on the following link: http://www.namgar.com/events/article/gt-42_solvang_ca/convoys_to_gt-42/ Updates will be posted on the NAMGAR website as they become available.



Welcome to NAMGBR's MG 2017 in San Diego CA –

25-28 June 2017

This is the annual convention of the North American MGB Register [NAMGBR](#) which is being hosted with the support of the San Diego MG Club from **Sunday June 25, 2017 to Wednesday June 28, 2017**. We have a fantastic event in store for everyone and you'll hopefully find all the information you need here on the website. Use the quick links below for registration, hotel information and the schedule of events or scroll down further to discover more about and brief introduction to San Diego, in case you are new to the city.

Please use all of the site to plan your MG 2017 adventure and don't forget about ordering regalia in addition to your registration for the convention itself. There will be just a limited regalia supply available at the convention, so please pre-order if there's something you specifically want. Thanks in advance for your interest in MG 2017. We hope you will join us for this unique convention location

Southern California MG Car Club's Boots & Bonnets Car show

Sunday, September 10, 2017

9:00 am to 2:00 pm

Show Field at Fullerton Airport
4011 West Commonwealth Ave.,
Fullerton, CA 9283





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22ND Annual

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BUTTONWILLOW RACEWAY

2017 MAY 6-7

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VINTAGE AUTO RACING ASSOCIATION

[Link](https://www.vararacing.com/british-extravaganza-apr-23-24) to the website with lots more information: <https://www.vararacing.com/british-extravaganza-apr-23-24>

CAR EVENTS OF INTEREST TO MEMBERS



GoF WEST 2017 Registration Form Santa Maria, California July 10-14, 2017

Regist. #

staff use

Registration Fee:
\$45 US before March 1, 2017
\$55 US after February 28, 2017
In-Sprit \$25

Cancellations before March 1st will revert to In-Spirit Registration, with the balance refunded. Due to advanced planning requirements, no refunds will be given after February 28th.

Names — as you want them on your name tag and the event guide

Last Name _____ First Name _____

Co-driver _____ First Name _____

Children, under 12, (or dependents) who will be attending with you: _____

Address _____

City _____ State _____ Zip Code _____

Country _____ Phone _____

Email _____

Primary Club Affiliation (if any) _____

Other Club Affiliations (if any) _____

Have attended _____ GoF Wests or this is my First GoF West

Bringing

MG: Year _____ Model _____ Color _____ more than one MG (list others on back)

Will you be bringing a trailer? Yes No

Will you be staying at the Radisson? Yes No

Method of Payment: Cash PayPal Check

send to
gofwest2017@gmail.com

Make checks payable
to GoF West 2017

Note, Number of awards at GoF will be based on number of registrants we have on April 1 since we have to order the awards ahead. Register early !!!

Hotel Information:
Radisson Santa Maria
3455 Skyway Drive
Santa Maria, CA 93455
Phone - 805-928-8000
"GoF West Group" rate of \$125 plus tax and fees
To get group rate, reserve by June 24, 2017.
Reservations must be guaranteed with credit or debit card.

Send registration to:
GoF West 2017
c/o Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020
gofwest2017@gmail.com

To register on-line, please visit our web site at www.GoFWest.org
Email questions to gofwest2017@gmail.com or call 619-593-8255 (leave message)

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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

I have photos through the May newsletter; but nothing beyond

ARTICLES NEEDED:

The newsletter is in desperate 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 and do not do any formatting, just paragraphs of words.

Any pictures that you have please put them as attachments to my e-mail: dtreid@gmail.com

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www.theADM.org

Automobile DRIVING MUSEUM

BRITISH CAR SHOW

Save the Date

Awards:
Best 1948-1960
Best 1961-1975
Best 1976-1990
Best 1991-Now
Best in Show
People's Choice

June 10, 2017
10am-2pm

Tickets:
Registration: \$15 per car
Register online at theadm.org/british2017

Official Sponsors:

\$10 Suggested Donation
\$8 for Seniors
\$5 for children 11-17
Kids 10 and under FREE

Our Car Show



27th Annual CCBBC BRITISH CAR SHOW



16 July 2017 at Channel Islands Harbor Park, Oxnard CA

Celebrating All British Vehicles

Presented by the

Central Coast British Car Club

www.centralcoastbritishcarclub.com

Channel Islands Harbor Park

3600 Harbor Blvd. Oxnard, Ca.

COME OUT AND SPEND THE DAY - - BEAUTIFUL CARS - - GREAT PEOPLE

9 am to 3 pm

Channel Islands Harbor Park, located at 3600 Harbor Blvd, Oxnard California

REGISTRATION FEES: \$35.00 Per Vehicle, pre-paid. \$45.00 per vehicle, day of show.

Pre- registration will close on June 30, 2017

APPLICANT NAME _____ CLUB _____

ADDRESS _____ PHONE # (_____) _____ - _____

CITY/STATE/ZIP _____ / _____ / _____

E-MAIL ADDRESS _____

(E-Mail required for registration confirmation)

VEHICLE #1 MAKE _____ TYPE/MODEL _____ YEAR _____

VEHICLE #2 MAKE _____ TYPE/MODEL _____ YEAR _____

VEHICLE #1 COLOR _____ VEHICLE #2 COLOR _____

Total Registration Fees \$ _____

A free Event T-Shirt is included with all vehicle registrations, for the first 125 applicants.

Day of show registrants are not guaranteed a T-Shirt

T-shirt size: XXL XL L M S (Circle One - all shirts are men's sizes)

PLEASE READ, SIGN AND RETURN THIS FORM WITH YOUR REGISTRATION FEES:

This release of liability specifically includes losses caused by negligence, whether active or passive, the CENTRAL COAST BRITISH CAR CLUB, or any of their agents, members, or the City of Oxnard, State of California. Entrant agrees to indemnify, defend and hold harmless the CENTRAL COAST BRITISH CAR CLUB, their directors, members, agents, and the City of Oxnard, State of California from any and all liability, losses, damages, injuries, and claims by any person arising out of the condition, location or operation of the entrant's vehicle on or about the premises of Show location in connection to the CENTRAL COAST BRITISH CAR CLUB All British Car Show to which the application relates.

SIGNATURE _____ DATE _____ / _____ / _____

Make Checks Payable to: CCBC

**Mail To: CCBC
 2017 CCBC CAR SHOW
 2674 East Main Street #E614
 Ventura, CA. 93003**

PayPal Account Information:

**centralcoastbritish@gmail.com
If paying by PayPal, please click ADD A NOTE
and Include ALL of the above information.**

For additional information, please contact:

Car Show Chairman: MICHAEL GUSTAFSON mikegus999@gmail.com

Car Show Co-Chair: MARTIN KELLER MHKflyer52@outlook.com

Registrar: JOEL JUSTIN j_bar_j@hotmail.com

www.centralcoastbritishcarclub.com

A special thanks to Chris Vujea and Martin Keller for a great idea and execution of our show flyer

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**Friday & Saturday
April 28-29, 2017**

www.rally4kids.org 805-681-1315

2-DAY RALLY

April 28-29, 2017

Entry Fees & Inclusions:

Car entry into 2017 two-day Rally for a driver and navigator
Entry fees begin at \$1,750 and based on hotel room selection

Friday:

In addition to Day One of the Rally, your entry fee includes a boxed lunch, evening cocktail party, dinner and your hotel stay.

Saturday:

Day Two gives you a morning at leisure before starting the rally back to Santa Barbara. Included in your entry fee are breakfast, boxed lunch and two tickets to Gala event at evening.

To register, go to www.rally4kids.org

GALA The White Party On The Green

April 29, 2017

Gala entry includes viewing of 2017 cars, cocktail reception, open bar, dinner, surprise entertainment, live auction, dancing and more!
Guests are encouraged to dress in white.

Gala held at Santa Barbara Polo & Racquet Club.

\$250 per person
\$2,500 for a table of 10

the
WHITE
ON THE GREEN *party*

To purchase Gala Tickets, go to www.rally4kids.org

RALLY 4 KIDS
Co-Chairs: Monte and Maria Wilson

The Rally4Kids is a two day event that will combine driving on some of the best roads in the state, challenging checkpoints, legendary parties and media exposure all supporting the United Boys & Girls Club of Santa Barbara County.

The route, checkpoint and destinations are kept secret but our goal is to take you to new places and experience new things.

If you can't make the rally, we'd love to have you join us on Saturday, April 29th for The White Party on the Green at the Santa Barbara Polo & Racquet Club. It's a weekend you won't want to miss!

pipe when it was running and the flash that I thought was the turn signal flashing was actually the unburned fuel igniting when the ignition would come to life and shoot a nice six to eight inch flame out the exhaust pipe of the TR-6 and why I thought the turn signal was flashing as I was following behind the car on the highway.

So after a couple of hours looking at the cars at the Montecito Cars and Coffee gathering we all as a group headed out to have brunch at the Summerland Café which was about three miles from where we were so the TR-6 that was having issues ran fine to there and everyone was happy. After the brunch the group headed back to the Ventura area and home; but the TR-6 that was having issues again seemed to be losing power and stumbling once up to speed so we again pulled over to the side of the road and we decided to clean the fuel filter and see if that made a difference which it did but we also decided to take the secondary roads home so the TR-6 was not having to run at highway speeds and if necessary would have more areas to pull off the road to make any repairs or to let things cool off without being on the shoulder of the highway where traffic was streaming by at 65+ miles an hour.

The ride from the secondary roads was fairly uneventful and we only stopped once to make sure the fuel filter was not leaking.

This is all part of driving and caring for our old simple British cars as if it (the TR-6) had been a new car it would have come home on a flat bed as the cars today need a lot of high-end technical equipment to even to start to figure out what is wrong with them when they have an issue while the TR-6 being from an age of no computers to make it run is the only reason the day was not a loss so older cars are a pain at times they are also a lot of fun and can be fixed alongside the road with just a number of tools that one can carry in the boot of behind a seat and still have a lot of fun.

Great Day and Great Friends and Great Cars

Michael Gustafson with fuel issues



2 new hopefuls to join our club!!





Disconnecting the radiator fans



Gary & Junie Cooper's TR 1800



A Noble. British super car

At Lunch



Classifieds

1975 Triumph TR7 Coupe, one owner. Originally Topaz Orange, resprayed Black, 4 cylinder, 4 speed transmission. No title, Bill of Sale only. CA car – absolutely no rust! \$1500.00



1976 Triumph TR7 Coupe, 2 owners, 4 cylinder, 5 speed transmission. with matching differential. CA title, Non-Operation Status (PNO) registration. CA car – absolutely no rust! \$2000.00



1979 Triumph TR7 Convertible, one owner. Original Carmine Red, 4 cylinder, 5 speed transmission. with matching differential. *One owner.* No title, Bill of Sale only. CA car – absolutely no rust! \$2000.00



Contact:

Michael Musser 805-901-7011 or email at: britcartr8@gmail.com