

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 34 Number 9 November 2018

WWW.CENTRALCOASTBRITISHCARCLUB.COM



GERALD DAVIES' TR 7
Story on page 3



GENERAL MEETINGS:

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

2018 GENERAL MEETING DATES:

Nov. 6, This will be a trial of a new location: Barrelhouse 101 at: 545 E. THOMPSON BLVD, VENTURA, CA 93001

Dec. 2, Sunday, Christmas Brunch at Four Points by Sheraton at: 1050 Schooner Dr, Ventura, CA 93001

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 2018

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PRESIDENT CONSULT (non-voting)

Jim Hill jhill@oilguys.com

VICE PRESIDENT

Dave Reid mgtc48@hotmail.com

RECORDER Martin Keller

mhkflyer52@gmail.com

TREASURER Chris Vujea

CCBCCbooks2017@gmail.com

MEMBERSHIP

Pam Justin pjquilter1@hotmail.com

NEWSLETTER EDITOR

Terry Schuller dtreid@gmail.com

ADVERTISING & CLASSIFIED ADS

Allen & Lynn Merriam (805) 643-6657

WEBMASTER

Patrick Redd (805) 746-5379

CLUB PHOTOGRAPHER (non-voting)

Dave Reid mgtc48@hotmail.com

REGALIA & RAFFLE (Non Board member) Julie Root (805)676-1464)

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

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

Central Coast British Car Club, Inc. is a NONPROFIT Mutual Benefit Corporation registered in the State of California

NEW MEETING LOCATION FOR NOVEMBER, TAKE NOTE!!!!



November's meeting will be held at: Barrelhouse 101 at: 545 E. THOMPSON BLVD, VENTURA, CA 93001. This is a trial location, future meeting location will be decided on before the January meeting which falls on the 1st, so the date will be changed, Stay tuned to your e-mails.

The Barrelhouse has free parking and an extensive menu. We have a separate room and the management hopes we will all order something.

STORY OF FRONT PAGE PICTURE

Being originally from England and a lifetime car enthusiast, it is to be no surprise that I would have affection for "British" cars. I owned many of them when living in England and since moving to California in 1980 I was naturally drawn to the convertible sports cars.

Over the years I have owned two TR6's a MGB GT and two TR7's, right now I own the second TR7. I chose a TR7 as I like the way they drive, plus they appear to be becoming extinct, even though they were the most prolific TR ever built. However interest in them now appears to be increasing with more parts becoming available plus cars being rescued. One can still be had for a bargain price making it a good project car.

The car I have now is a 1980 TR7 built at the Canley factory as a California spec. vehicle. It is equipped with Bosch Fuel Injection and the 5 speed gearbox, a major improvement over earlier versions.

I did something I have not done before and purchased it as a non-running vehicle, sight unseen from an auction...however good pictures showed that it was a complete vehicle without major damage and had 45,560 miles, so I took a chance. I later discovered it had not run for over 14 years, (that created its own set of problems). The number of issues repaired so far are too numerous to mention everything but include: Head gasket, suspension, brakes, driveshaft, headlights, paint and much more.....

Over the past 24 months I have restored it enough to be a good driver and occasional show car. My intent is not to make it a pristine show car, but to get it back to original specification and enjoy driving it. So far so good...and on it goes>>>>>>>>





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MINUTES OF THE CENTRAL COAST BRITISH CAR CLUB GENERAL MEETING DATE October 3rd, 2018



Meeting brought to order by: Michael Gustafson, CCBCC President at 7:00 pm.
Number of members present at start of meeting: 29

Board Members in Attendance:

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

Notes:

The Hooter Editor is asking for the memberships help to provide photos and articles about your British Car or Cars or anything that might be of interest to the membership. Terry Schuller can be contacted at dtreid@gmail.com if you have any questions or articles or photos you wish to share with the clubs newsletter. As a side note the club now has 111 members in good standing as of the October 2, 2018 club meeting so there are lots of new cars and people so if your one of the new members introduce yourself to the membership if you want by sending a photo of your car and a short story of its history so it can be used in the clubs newsletter and welcome to all the new members and hope to see you at one of the club events soon.

Topic 1: Vote to approve the CCBCC Bylaws by the membership

The clubs bylaws need to be approved by the membership as they have been updated to reflect the non-profit requirements for the club. A copy of the bylaws was sent to every member in good standing so they could review them and present any discussion at the meeting or to review the changes and ask questions. Michael Gustafson (Club President) opened the voting and discussion for the bylaws approval. Discussion was opened with one comment by an attending member which was addressed and answered. No further discussion was addressed from the membership in attendance so it was closed. A motion to take a vote of the membership present and those that responded to the email sent out by the club president with the review of the bylaws to all member who wished to vote by absentee to approve the bylaws was made and seconded. So a vote by show of hands of the membership present at the Oct. 2, 2018 meeting and the absentee votes were counted by the recorder. The vote for approval was: 24 present and 19 absentee votes to approve (33) and 0 against. The CCBCC Bylaws have been approved and are now in force as of Oct. 2, 2018.

Topic 2: Seaside Games and British Car Display Oct 13 & 14, 2018

Once again the club is going to display our British Cars at the Seaside Games on Saturday Oct. 13 and Sunday Oct. 14, 2018. Paul Keener is the POC of this event and has supplied gate passes for those who signed up to display their autos at the games on either Saturday or Sunday.

Topic 3: November 3, 2018 Centro Miglia brunch Run

Back in the mid-1940's, a group of racers would meet and make "mad dashes" into the mountains in their cars. The story goes that after one of these dashes to the top of San Marcos Pass, the group decided to form the California Sports Car Club (which later merged with the SCCA – Sports Car Club of America – which still exists today). One of the mountain dashes they did they dubbed the Cento Miglia.

This route started in Saugus and followed Bouquet Cyn Road by Bouquet Reservoir to Elizabeth Lake Road, thru the Leona Valley and by Lake Elizabeth, then down Lake Hughes Road by (you

Minutes continued



guessed it) Hughes Lake and Castaic Lake, to The Old Road and to Castaic Junction. Since most of this route still exists and contains some fabulously twisty roads, I thought it would make a fun lunch run. Here's Google Maps link if you want to see the route: <https://goo.gl/maps/vCGwJeqtoCr>

We'll meet in Fillmore to start our run. About halfway through, we'll stop at The Rock Inn in Lake Hughes for lunch (<https://www.historicrockinn.com/>). We'll then continue our run ending up back in Fillmore where we'll split up and head for home.

The loop from Fillmore is about 105 miles and according to Google Maps will take about 2½ hours. The date is Saturday, November 3rd. We'll meet at 9:45am for a 10am departure from Fillmore. We'll regroup at Central Park in Santa Clarita then head out on Bouquet Cyn Road. POC for this event is Joel Justin so if your wanting to attend contact Joel and see if there is still space for this event. Joel and be contacted at j_bar_j@hotmail.com to see if you can attend.

Topic 4: Teddy Bear Run and Brunch Drive Nov. 11, 2018

The Teddy Bear run and Brunch drive is one of the events that the club has been doing for a longtime and supports the children at the Penfield School by donating stuffed Teddy Bears to the school to be given to the students who are attending the school. The club also provides a pasta lunch in December for the children and staff where the Teddy Bears will be given to the students for a Christmas Gift. The students at the Penfield School are of special needs so the Teddy Bears should be no larger than 18 to 20 inches and no smaller than 12 to 14 inches in height and must be a Teddy Bear. POC for this Drive and Brunch is Martin Keller and can be reached at MHKflyer52@outlook.com to RSVP for this event. The Pasta Dinner portion of this event POC is Jack and Pam Waschbusch who can be reached at this email address if you have any questions jwaschbusch@aol.com

Topic 5: CCBCC Holiday Brunch December 2, 2018

The CCBCC Holiday Brunch will be at the Four Points Hotel by Sheraton at 1050 Schooner Dr, Ventura, CA. 93001. This event is partially subsidised by the club and tickets are \$20 per person, this price is available only to members in good standing and \$40 per person for guest and non members. Please RSVP to Terry Schuller at dtreid@gmail.com or by phone at 805-484-9624.

“JULIE TIME” presented by: Julie Root

Subway Gift Card=Lowel Martinson
Calif Pizza Kitchen Gift Card=Dale Buss
Snapper Jacks Gift Card=Dave Reid
Trader Joe's Gift Card=Patrick Reid

Starbucks Gift Card=Juan Chuckon
Habit Gift Card=Ken Clark
Jersey Mikes Gift Card=Gerald Davies

Birthday Gift Card Drawing for members at the meeting with a birthday in the month of October. Glen Dewar, Dale Buss, Judy Halpin have B-Days this month and were at the meeting making them eligible for this drawing.

NEW MEMBER—We currently have 111 members !!!

John Howard
Simi Valley
1965 Triumph Spitfire
Raced in GP class in SCCA

CCBCC & other Car Events coming up



JCNA INTERNATIONAL JAGUAR FESTIVAL OCT. 31-NOV 4

CENTO MIGLIA BRUNCH RUN SATURDAY, NOVEMBER 3, 2018

Cento Miglia = 100 mile. This was an unofficial "race" that took place back in the day. The route starts on Bouquet Cyn Rd in Santa Clarita and heads NE by Bouquet Reservoir to Lake Elizabeth Rd. Heading west, we go by Lake Elizabeth into the town of Lake Hughes for brunch at The Rock Inn. We then turn on Lake Hughes Rd and head SE by Lake Castaic and into Castiac Junction. We'd meet in Fillmore and head out and back on Hwy 126. To sign-up or for more information, contact Joel Justin @ j_bar_j@hotmail.com

29th ANNUAL TEDDY BEAR RUN: SUNDAY, NOVEMBER 11, 2018

The Annual Teddy Bear Run will be on Sunday November 11, 2018 and is in support of the Douglas Penfield School and the children who attend the school. We will be meeting at 9:30 am at the Douglas Penfield School at 640 Jazmin Avenue in Saticoy.

You need to bring a new stuffed Teddy Bear (or two, or more)(should be 10-16 in.) to be given to the school so that the kids attending will all be able to receive a Christmas gift at the CCBCC holiday spaghetti luncheon.

If you cannot attend the run but still wish to donate a Teddy Bear, let any board member know or bring it to the club meeting on **November 6, 2018**. If you know of any other car enthusiasts that would like to take part in this event, please let them know about it as this is open to anyone/any car as the only requirement is to bring a new stuffed Teddy Bear.

Sign-up is required for accurate restaurant reservations. Please RSVP to Martin Keller at mhkflyer52@outlook.com. Stay tuned for the route and restaurant.

TEDDY BEAR LUNCH: FRIDAY, NOVEMBER 30, 2018

Join us at the Douglas Penfield School in Ventura to help prepare and serve a lunch for the students. Following lunch you will witness Santa Claus present each student with a Teddy Bear that we have collected on our Teddy Bear Run. More info to follow. See page 8.

To sign-up or for more information, contact Jack Waschbusch at (805) 641-3452 or by email at jwaschbusch@aol.com

CHRISTMAS BRUNCH: SUNDAY, DECEMBER 2, 2018

Our annual Christmas Brunch will be at our normal location - the Four Points Sheraton in Ventura. After brunch, we will have our final club meeting of the year and we'll also elect new board members for open positions. Following that, we will do our gift exchange. There will be a real gift exchange (**NOT A WHITE ELEPHANT GIFT**) for those who wish to exchange a gift. Gift should be in the price range of \$25 to \$30 and if you bring a gift then you are eligible to exchange a gift with another member who also brings a gift for the exchange. We will also make our annual charitable donation to the Rain Project. The cost of the brunch is \$20 for paid up members and \$40 for non-members. The club is subsidizing the cost of the brunch for our members as in the past. Contact Terry Schuller at dtreid@gmail.com for more information. Sign up sheet at the November meeting or on page 9.

April 14, 2019 I have secured a tour of the **Gamble House** for April 14, a Sunday. It will be in the morning. We will do breakfast before hand or lunch afterwards. There will be a cost for the Gamble House tour and payment will have to be made at least 3 weeks ahead with no refunds possible. Stay tuned for specifics in future newsletters and the meetings. dtreid@gmail.com

CCBCC UPCOMING EVENTS

Teddy Bear Run and Luncheon



29th Annual CCBCC Teddy Bear Run, 9:30 AM, Sunday, Nov.11, 2018

Come one, come all! Every year, in November, the Central Coast British Car Club sponsors a special event in support of the children at the Douglas Penfield School

The location is [640 Jasmin Avenue](#) in Saticoy, CA. The school serves students from kindergarten to fifth grade with moderate to severe disabilities. This is a fun event, including a wonderful drive through scenic back roads, but most of all, it is an event that will give joy to the children at Douglas Penfield School. So, do a little early Christmas shopping and bring one Teddy Bear (costing at least \$10.00) 10-16" tall for each person in your car. Bring additional Teddy Bears if you are able.

Participants will then be given a driving route to experience the beautiful back roads of Ventura County. The destination will be a local restaurant where you may enjoy the company of your fellow participants.

The Teddy Bears will be distributed to the children by Santa Claus during our annual CCBCC Spaghetti Luncheon on Friday, **November 30, 2018**. On that day, club members gather to make and serve spaghetti with all the fixings to the students, faculty and families of the Penfield School. If you are able to volunteer to help out at the lunch please contact Jack Washbusch (805) 641-3452 or by email at jwaschbusch@aol.com



Photos from
prior years



CCBCC Christmas Brunch Dinner—Dec. 2nd



2018 CCBCC HOLIDAY BRUNCH SUNDAY, DECEMBER 2, 2018

WHERE: Clipper room, Four Points Sheraton
11050 Schooner Drive
Ventura, CA 93001

TIME: 10:30 AM to 3:00 PM
Champagne BRUNCH BEGINS AT 11:30 am

FEATURING: GIFT EXCHANGE: There will be a real gift exchange (**NOT A WHITE ELEPHANT GIFT**) for those who wish to exchange a gift. Gifts should be in the price range of \$25 to \$30 and if you bring a gift then you are eligible to exchange a gift with another member who also brings a gift for the exchange.

Raffle Prizes: Everyone is given one ticket, others may be purchased and you decide what prize you would like to receive by putting the ticket(s) in the box for that prize.

CHARITABLE GIVING: As in the past the club will support the RAIN Project by setting up a table for your donations. Gift cards to Target, Walmart, etc., bed in a bag Twin or full preferably solid colors

COST: \$20.00 per person, this price available only to members in good standing.
\$40.00 per person for guests and non members (includes gratuity)

RSVP: Mail check payable to CCBCC with the form below by November 19th 2018

LATE RSVP: If you can't make the deadline, call Terry at (805) 484-9624

CUT HERE -----

NAMES _____

AMOUNT ENCLOSED _____ FOR _____ PERSONS

MAIL TO: CCBCC HOLIDAY BRUNCH
2674 E. Main St. #E614, Ventura, CA 93003



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 next newsletter; but nothing beyond that. Let's start of 2019 with some of your favorite pics of your British car.

ARTICLES NEEDED:

The newsletter is in need of articles on anything to do with the club or british cars. Please use Microsoft

THE RAIN PROJECT

Every year at Christmas time we collect items to donate to this group. You may bring your donations to the Christmas Brunch and I will deliver them. Gift cards to Walmark and Target are great as are new items for Twin beds. Visit <http://raincommunities.org/donate/> to see other items on their wish list.

Helping Homeless Families Help Themselves

RAIN is a transitional housing program located in Camarillo, California and sits on over two acres of open space.

Individuals and families across Ventura County who are in need of transitional housing as they begin their path to independence can find help at the RAIN Transitional Living Center in Camarillo. Home to more than 135 people each year, RAIN features 16 rooms for families, six single rooms, and several beds for people recovering from illness or injury following hospitalization.

The average length of stay at RAIN is 8 to 12 months. However, some stay for more than a year while they pursue their path to self-sufficiency.

RAIN provides intensive case management and counseling services to assist the residents in meeting their goals for emotional and economic stability. RAIN also provides a clean and sober living environment, nutritious meals, and transportation for job searches and employment.

Life skills classes cover such areas as parenting, budgeting, and housing search skills in order to help prepare residents for success as they move into rental housing.

RAIN provides a host of activities for children to ensure that they have the same learning, cultural, academic and artistic experiences as their peers. They can participate in on-site programs such as art, outdoor recreational



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Classifieds



My 1985 XJ6 Vanden Plas suffered a transmission failure a couple weeks ago. I don't have the time or money to put into repairing it but maybe you do. I've had the car for 3 years and this was my daily driver since January 2017 so it has been maintained as such. Over the last three years it's had all new tires, all new belts and hoses, all new brakes, air conditioning compressor replaced and changed to R134a, new AC programmer, fuel injectors removed and ultrasonically cleaned, Until the transmission went out the car was very good mechanically and it passed California smog in July 2017. Cosmetically the car is good. It has a few 1/4 inch rust spots at the bottom of the rear window and one behind the right front wheel. Otherwise it is rust free, even underneath. It has one small dent by the right rear taillight. The interior has one small seam split on the driver's seat and the headlining is starting to sag at the rear corners, otherwise excellent. It has the correct deep pile floor mats. The car is 100% complete. Aside from the transmission the AC doesn't work right; the compressor works and cools but the heater valve won't turn off the heater, though it's getting good vacuum to it. And the cruise control conked out a few months ago.

So what went wrong? Near as I can figure the output shaft has come loose from the ring gear. The failure is intermittent, and when it works it works fine, no slipping. It does not appear that anything is slipping and when I dropped the pan there was no sign of any metal shavings. It might be as simple as the C clip that retains the shaft to the ring gear coming off, but to get at that the whole transmission must be dismantled. This is beyond me.

Special discount if you promise you'll get her back on the road. They aren't making them like this anymore. Contact me, Mike, at mgbeda@yahoo.com or call two81-six38-seven30three. We are in Oxnard.

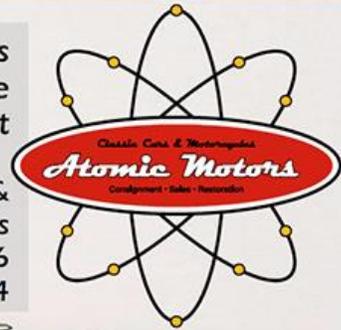


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2018 CCBCC Mille Tour

by Joel Justin

Background and Trip Prep

After last year's successful Mille, there was no doubt about having another. In fact, Neal and I started our planning in August, shortly after returning. Wanting to avoid some of the route "issues" we had last year (washed out bridges, landslides and snow covered roads), we decided to have this year's Mille in the Fall instead of the Spring.

Since we didn't get to do Hwy 1 or Tioga Pass last year, we wanted to incorporate them into this year's trip. But we didn't want to duplicate any of the previous route, if possible. Keeping with our goal of staying off the freeways as much as possible, our route was to head up the Coast Hwy to Carmel, then over to Yosemite Valley entering via Hwy 140.

We planned a short drive for our third day so people would have more time in Yosemite Valley before heading over Tioga Pass to Lee Vining. Knowing how hot Death Valley would be, we left Lee Vining early for a glorious sunrise drive along Mono Lake, before heading into Nevada on our way to Death Valley. On our fifth day, we headed home, but not without some unplanned detours.

Ahead of time, the group voted and decided to stay at a few higher-end hotels this year, so we stayed at The Majestic (formerly, and always in my mind, the Ahwahnee) and the Inn at Death Valley (formerly Furnace Creek Inn). They were both over the top in terms of accommodations and dining experiences.

As the trip neared, we had a prep meeting with everyone at the Justin's house. We passed out day-by-day trip kits – maps with detailed turn-by-turn directions. Last year, with 10 vehicles, we strived to stay together. That didn't always work. This year, with 15 vehicles, we said we wouldn't try to stay together, making the detailed maps that much more important.

We also handed out trip regalia – dash plaques, door stickers, and for those who ordered them, embroidered event polo shirts and ball caps, along with wine, beer and high ball etched glasses.

We also had people bring tools, spare parts and anything else they couldn't fit into their LBC (Little British Car). What were we going to do with all that? Well, we had a SAG wagon that was going to shadow us! SAG stands for Support And Gear. Terry Schuller and Dave Reid graciously offered their Ford F-150 truck again, and our good friends – John and Jean Cook – jumped at the chance to join our adventure (again!).

We decided to incorporate dinner and a movie night with the prep meeting this year. It gave people a better change to socialize and get to know each other better. After dinner, most of us settled down for an outdoor movie showing of Bottle Shock, complete with movie popcorn and candy.

We were as ready as we could be, so it's time to begin our epic journey...

Day #1 – Ventura to Carmel

On September 19th, we met at the Golden China in Ventura at 7:30am. We wanted to meet an hour before departure to take care of any last minute questions or gear transfer to the SAG wagon. We originally had 15 cars signed up, however Ron Butler had an issue with his eye and couldn't get back to SoCal from Boston in time, but he was with us in spirit and I swear he was in some of the photos too (look carefully and see if you can find Ronaldo – get it – Where's Waldo - Ronaldo?). Maybe he was really with us in *spirit!* The Halpin's MGB suffered an engine malady, so they came in a modern Jaguar chauffeuring Gary and Junie. So we ended up being a group of 13 LBC's plus the SAG wagon. Our group consisted of:

Joel and Pam Justin – 1961 Triumph TR4
Neal and Maggie Subic – 1970 Triumph TR6
Mike and Sandra Gustafson – 1973 Triumph TR6
Dave Reid and Terry Schuller – 1958 Jaguar XK150
Martin and Paul Keller – 1971 Triumph GT6
Leonard and Judy Halpin , and Gary and Junie Cooper – Modern Jaguar Sedan
Jack and Pam Waschbusch – 1964 MGB
Rebecca Mills and Mitzi Armstrong – 1957 Triumph TR3
Craig and Kathy Peterman – 1974 Triumph TR6
Mike and Margaret Miller – 1970 Jaguar E-Type
Ron and Julie Root – Modern Mini Cooper S
Dale and Hanne Buss – 2007 Jaguar XK
Bob Jasper and Kathy Iverson – 1958 Triumph TR3A
John and Jean Cook – 2013 Ford F-150



We departed the Golden China on our way to our first stop which was Solvang Park. This was a regroup stop and the perfect distance from Ventura to let people “unload” all the coffee they drank. Unfortunately, we hit hellacious traffic thru Carpinteria which delayed us over 20 minutes, but things were good over San Marcos Pass. Once we arrived, Neal commented on how his car was running rough at idle. We popped the bonnet to see if anything was obvious, and it was. On his shiny new (modern) SU carbs were unplugged vacuum ports. Apparently there must have been a pressure build-up which blew the plugs off. We didn't have any plugs with us, but we did have a length of rubber hose and two hose clamps. So we connected the two ports together and it idled smoothly. Problem #1 identified and resolved!



We jumped onto Hwy 101 (boo) for a short distance before exiting at Los Alamos and heading north on Hwy 135 which turned into Hwy 1. Our next stop for a regroup was at a vintage mural on the side of a building in Guadalupe. We got all our cars lined up for a plethora of photos. As we were ready to depart, Dave's Jaguar wouldn't start. It clicked, but wouldn't turn over. Battery? Starter? Solenoid? The solenoid had a push-button start on it so we tried that. Nothing. We were debating on whether we should tear into the right-front fender to get access to the battery, when someone suggested we try push starting it first. We actually decided to try to rock it in gear before push-starting it, and when we did, we all heard a clunk. That clunk was the starter gear disengaging from the ring gear on the flywheel. When we tried to start it again, it fired right up. Problem #2 identified and resolved!



Continuing up Hwy 1, our next stop was at Dinosaur Cave Park in Pismo Beach for a quick restroom stop, then to Los Osos for gas and Morro Bay for lunch at Rose's Bar and Grill. It was more crowded in Morro Bay than we were expecting, making parking a bit more of a challenge, but we all found spots. I went to school at Cal Poly in SLO, and Rose's was a favorite place to go with my fraternity brothers to lift a pint (or two, or three), so I thought it would make a nice place for lunch. While the service was a bit slow (we can't completely blame them for that with 30 people descending on them at once), the view and food was excellent.

After lunch, we began our trek up Scenic Hwy 1. We traversed the new section of road where the landslide at Mud Creek was. It was interesting to see the "new" coastline and how they completed the road and all the retaining walls to prevent future slides.

We split the stretch between Morro Bay and Carmel with a stop at Willow Creek Beach. Since we all finished lunch at different times, half the group left ahead of the other half, so as the second half (which included me) pulled in, the first half was pulling out. We pulled down to the lower parking lot to use the restroom (no TP, so tip for next time – bring some of our own!) and enjoy a few minutes by the cobblestone beach.



Shortly after departing Willow Creek Beach, we passed Martin and his brother Paul parked along the side of the road in beach chairs. I didn't have time to pull over, but Neal and the SAG wagon did while the rest of us pulled over a short distance up the road at a pull-out. Using radios Martin provided, we learned that his new muffler had fallen off. Pam and I returned to the "scene" while everyone else continued to Carmel. With a floor jack, some jack stands, a blanket and some bailing wire (no joke), Martin got his muffler secured back in place and was able to continue on. Problem #3 identified and resolved! Sheesh, I hope this isn't a trend for the whole trip – 3 problems and we haven't even completed our first day!

The trip up Hwy 1 was spectacular. We had stretches with no one in front of us where we could enjoy the twisties. And of course the views were fantastic.



We fueled up in Carmel before arriving at the Carmel Lodge for the night. We chose that hotel for several reasons. First is it was (very) close to our dinner restaurant (246 feet according to Google Maps), but more importantly, it had on-site parking, something that can be a real challenge in Carmel. The rooms were recently renovated and very nice. The hotel staff set up a small courtyard for us to enjoy happy hour at by setting up chairs and several tables. How nice of them!



Our dinner reservations were for 7:30 at The Hog's Breath Inn. Pam and I spent many an afternoon at the HBI while on our honeymoon in Carmel almost 35 years ago. It has a beautiful setting with a half dozen outdoor fireplaces which are perfect for playing dominoes while enjoying a glass of wine. It was originally owned by Clint Eastwood during his Carmel Mayor days and is a good steakhouse, so we thought it would be a nice place for our first dinner.

We had a group reservation set up and they set aside half the restaurant for us which worked perfectly. After ordering and before dinner arrived, we did a small group



raffle. Unlike last year, we had real JULIE time this year. Jean, Craig and John won bottles of 1,000 Mile wine. Martin won a Mille engraved Yeti cup. Gary won a Mille engraved wine glass and Terry won a \$25 Rock Auto gift certificate. After dinner, some went back to the courtyard at the hotel to continue Happy Hour while others went to bed after a long, but fun day.

Day #2 – Carmel to Yosemite

Our plan was to meet at 8:00am and leave at 8:15. When we checked in the afternoon before, we gave them our room service breakfast order which Neal had scheduled for 7:30am. It was a delicious assortment of fresh fruit and pastries, along with juice and coffee. Pam and I enjoyed ours on a bench outside our room. We were on the road right on schedule and encountered no traffic on our way to our first stop in Gilroy.

We headed up Hwy 1 to Watsonville, then jumped on Hwy 152 over Hecker Pass. What a wonderful road – nice and twisty with both high and slow speed corners, and lots of trees providing for a beautiful drive. And best of all – no one in front of us to slow us down!

Our first stop was at Christmas Hill Park which is the site of Gilroy's annual Garlic Festival. It was a nice park with plenty of space for us to park and lots of big trees around to provide shade. This was a regroup and restroom break (gotta get rid of that coffee!), but it was also a good spot to hang out for a bit and take car and people photos.



We continued east on Hwy 152 as we wound our way thru beautiful golden hills spotted with Live oaks. We went by last year's lunch spot at Casa de Fruta and on to the Romero Visitor Center on San Luis Reservoir. It wasn't as windy as last year and we enjoyed another potty break while taking in the lake views. While we were enjoying the views, someone came up and said a shield was hanging down on the F-150. We expected issues on the British cars, but not the SAG wagon! After a quick inspection, it was a simple fix. The quarter-turn screw that held the shield up had come loose. It took more time to get the mat out to lay on than it did to fix it. Problem #4 identified and resolved!

Our next stop was fuel and lunch in Chowchilla. There weren't a lot of restaurant choices in Chowchilla, so we selected Pedro's Mexican Grill. Neal called ahead and they were ready for us. They had tables set up and servers ready. They were fast, efficient and the food was plentiful and GOOD. As we were getting ready to leave, I went to put my seatbelt on and noticed it was loose. When I tightened it, the belt pulled out of the floor. The outside nut had come loose and fallen off. Bob had a nut and I had it tightened (and the other side checked) in no time. Problem #5 identified and resolved!

After lunch, we continued east across the San Joaquin Valley. There was no one but us on the road. As we went thru Daulton we started climbing into the Sierra foothills. We headed north thru Raymond and Ben Hur before arriving in Mariposa for fuel and a regroup stop. There was a 10 mile stretch of road between Raymond and Ben Hur that was extremely rough. At the regroup stop, everyone was checking their fillings. That's when we got the call from Neal about another breakdown.

This one wasn't good. The Miller's E-Type had dropped to full stop on the driver's side front suspension and was dragging the exhaust system over bumps. Fortunately, Martin was familiar with E-Types and knew the front suspension was a torsion bar. His thought was that the tensioner at the rear of

the torsion bar had broken or fallen off. But the only way to check it was to get the car up on a lift.

There weren't a lot of repair shops in Mariposa and being late on a Friday afternoon didn't help. The first shop we called we got an answering machine. The second said we could bring it over and they'd put it up on their lift to see what we could determine.

Mike limped his car the 10 miles to the shop with Neal and the SAG wagon following closely. Martin and I met them when they arrived. The guys at Lou's Speedie Lube were great. They immediately stopped what they were working on and got the Jag on the lift. They had no problems with us looking things over with them. We quickly concluded that Martin's guess was spot on. The bracket that held the torsion bar under load was missing – likely "shaken" off on that rough road. At that point, we figured the E-Type's trip was over, but that's where the ingenuity came in.



They flattened the end of a piece of galvanized fence post pipe and used a floor jack to put tension on the torsion bar. Fortunately there was a bolt hole that held the bracket and by putting a bolt thru the hole backed by a nut, the torsion bar would rest on the nut and keep the front suspension up. They used a chisel to deform the threads so the nut wouldn't come off and when the car was lowered back on its suspension, it was almost perfectly level! Problem #6 identified and resolved!

Mike tried to pay them, but Lou said it was no charge. He tried again, but to no avail. Regardless, a nice tip was left as well as an order from Omaha Steaks on their way. If you ever find yourself with car troubles near Mariposa, give Lou's a call.

We got the TR6, E-Type and SAG wagon filled with gas, and headed on our final leg to Yosemite Valley. Unfortunately, right out of Mariposa, they had road construction with one-lane traffic. We sat stopped for about 15 minutes until it was our turn to go. The three cars in front of us turned off shortly and we were able to enjoy the twisty roads to Yosemite as they should be driven.

We arrived at the Majestic at 6:45pm and because of Dale's forethought, had no problem with parking as they had reserved spots for our cars in the employee lot right next to the hotel.



Since a group dinner at the Majestic Dining Room was complicated and there were numerous dining choices, we decided to let everyone do their own thing for dinner. Neal, Maggie, Mike, Sandra, John, Jean, Pam and I had reservations for the dining room at 7:45 so we quickly unpacked and showered before heading down to dinner (which was fabulous by the way). We all brought our favorite bottle of wine and by the time dinner was over, all 4 bottles we emptied.

After a filling dinner and another long day, we headed off to our rooms and fell promptly asleep.

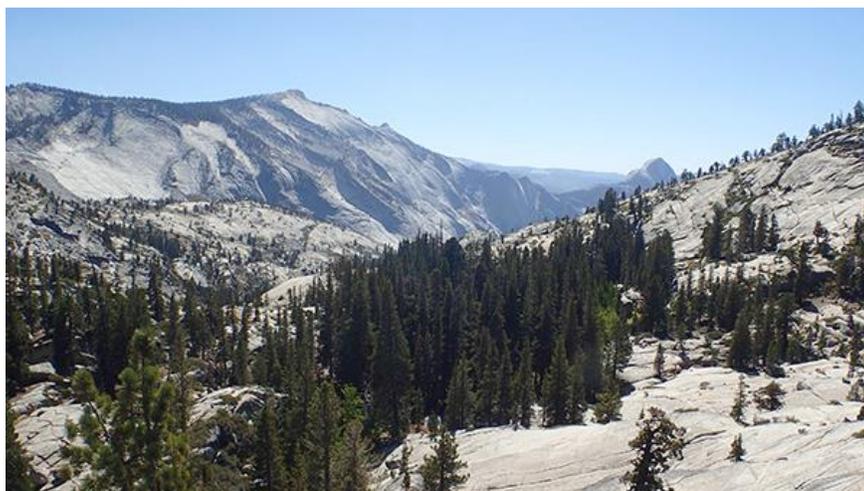
Day #3 – Yosemite to Lee Vining

We planned today's drive to be short to allow people time to explore Yosemite Valley on their own. The only requirement was to be at the Lake View Lodge in Lee Vining by 5:00pm to have time to unpack and shower before our group dinner. That meant we got to sleep in!

After we got up, we headed to the lobby to figure out what we were going to do for breakfast. We found they had a Continental-type breakfast in the bar. We found Neal and Maggie, and John and Jean there so we had breakfast with them as we discussed the morning's plans. We decided to take a walk around the valley heading toward Curry Village, but thought it made sense to check-out first so we didn't feel rushed to get back.

After packing our cars, we met on the outdoor patio. We were joined by Mike and Sandra, and Martin and Paul. We wandered thru the woods and fields, and along the Merced River until we finally made it to Curry Village. The only lunch option there was pizza which we didn't really want, so we wandered back to the Majestic and all ate lunch in the bar (again). The food was excellent.

We all finally got in our cars at 2:00pm and headed out of the Valley and got on Hwy 120 to head over Tioga Pass. I had changed the jets on my Webers (125 mains down from 130's) and others leaned out their SU's by a flat. Our first stop was Olmstead Point for scenic views of Half Dome from the north. We met up with Ron and Julie there and took lots of photos.



Next we stopped at the Lembert Dome Picnic Area in Tuolumne Meadows for a bathroom break. We then continued up towards the Pass. As we were leaving, my car started missing and sputtering, and finally died. There wasn't much of a pull-out, but Mike and the SAG wagon stopped behind me while we waved everyone else on.

I popped the bonnet and had Pam try to start the car. It started but ran rough. I noticed the fuel pressure was very low, so I thought my fuel pump had failed. The car died again, so we started it again. It ran rough for a few seconds then started running smoothly. We jumped in and took off and it ran perfectly into Lee Vining. I think it may have been vapor lock, but it will require more investigation when I get home. Problem #7 identified and resolved (sort of)!

We topped off the tanks in Lee Vining and got to the hotel at about 4:30pm. They had a nice wooden deck among some trees that was centrally located which made for the perfect Happy Hour spot, so after unpacking and grabbing our favorite liquid refreshment, that's where everyone congregated.



As it got close to dinner time, everyone headed to their rooms to get ready. We had made special arrangements with the Mono Inn for dinner. It was about 5 miles north of town on the shores of Mono Lake. It's a small restaurant and they had closed to the public early to accommodate our group. Pam and I got there a bit early to help them set up and to get out everyone's placard with their name and entrée choice on it.

As people arrived, we gave them their placards and asked them to sit at a table with someone they hadn't eaten dinner with or spent much time with on this trip. I think that worked out well, at least for us, as Pam and I got to sit with Jack and Pam, and Dale and Hanne, and thoroughly enjoyed their company over dinner.

And speaking of dinner, it was outstanding. Entrées ranged from Filet Mignon to Bison to Pork to Chicken to Fusilli, and probably a few other's I'm forgetting. Everyone I talked to raved on how good the food and service was. Two sisters took over the place a couple of years ago and if you're ever in the area looking for a good dinner – The Mono Inn...

After dinner (and dessert), we all headed back to the hotel and to bed as tomorrow was going to be an early and interesting day.

Day #4 – Lee Vining to Death Valley

I think the name "Death" Valley had some of our group spooked. Or maybe it was the forecasted high temperatures. Regardless, several of our group had decided they were going to head home today instead of going to our last destination – The Inn at Death Valley.

Our LBC's experienced lots of firsts on this trip. Yesterday, they attained their highest elevation (9,945 ft.) when summiting Tioga Pass. Today, they'd experience their lowest elevation (-100 ft.) as well as their hottest temperature (107 degrees).

We decided we wanted to get an early start to try to get to the hotel before the peak temperatures in the late afternoon, so up at 6am with a 6:30 departure. We planned for a breakfast stop in Big Pine, but we didn't want to head straight down Hwy 396, so we took the "scenic" route.

After saying our goodbyes to Leonard, Judy, Gary, Junie, Jack, Pam, Dale, Hanne, Rebecca and Mitzi, we continued east on Hwy 120 along the south shores of Mono Lake. The sun hadn't risen yet but the sky was lightening. The temperatures were a crisp 43 degrees so most of us had our hoods (tops in US English speak) up and (meager) heaters on.

The drive was beautiful. The lake was like a sheet of glass with the tufas rising out of the water. We skirted in and out of the pines as we wound our way on a well paved and deserted road. As we swung to the

south, we saw a sign that said “Dips”. That means speed up, right? Well, we did and what a roller coaster ride that was. I could watch cars in my rear view mirror all of a sudden disappear, then pop back up again. And I swear we were almost weightless on a couple of them. I’d go to Mono Lake just to drive that stretch of road again.

Our first stop was Benton Station for a restroom and regroup stop, although with no traffic or stop lights, we were all grouped together anyway. We all got a chuckle at the pay phone on the wall with a sign that said “Local Calls 25¢”. After everyone rid themselves of their morning coffee, we headed south on Hwy 6 towards Bishop.



A few days earlier, I received a short email from a “Bill Snyder” asking if we were going thru Bishop. Since I didn’t know who he was and wasn’t sure why he was asking, I ignored the email. Then, I got a second email saying he owned a 1957 MG Magnette and was with the news media and would like to do a story on our trip for TV and radio. This time I replied and told him our plans. He said he would film us heading into Bishop, then meet us in Big Pine for breakfast to get our story and more shots of our cars. As we were just about to cross the Inyo-Mono County line near Chalfont, we saw him parked at the crest of a hill with his video camera on a tripod. We slowed as we passed him, then watched him pass us at the stop lights in Bishop and film us again as we left town. We met him at The Country Kitchen in Big Pine where we chatted a bit before he joined us for breakfast.

Jack and Pam, and Dale and Hanne met us for breakfast too, coming straight down Hwy 395, before splitting with the group on their way home. We all had a good and hearty breakfast, since we weren’t stopping for lunch before reaching the Inn. After breakfast, Bill filmed us as we turned north out the restaurant parking lot to catch Hwy 168 east over Westgard Pass. Here’s a link to the story Bill did for local Bishop TV: <https://www.youtube.com/watch?v=prnoPcbSjkY&feature=youtu.be&t=60>

After Big Pine, we went from 30 to 20 participants and 14 to 10 cars. The drive over Westgard pass was

another wonderful trip. Some steep walled “slots” with plenty of twisty roads. We passed the turnoff to Schulman Grove and the Bristlecone pines – the oldest living trees on the planet. We then headed down into Deep Springs Valley and into the metropolis of Oasis, before turning east on Hwy 266. Shortly after that, we entered the state of Nevada, and shortly after that, our next stop at the Palmetto Post Office.



Fortunately no one was looking to mail a letter or postcard as the “Post Office” was a ruins from the mid-1800’s. The town was established in 1866 when silver was discovered. It died and boomed several times, like many mining towns do. It was named Palmetto because it was thought that Joshua Trees were related to Palm Trees (which they’re not). It finally died for the last time in the 1920’s.

We had fun poking around several old ruins before saddling up and moving out. We continued east on Hwy 266 thru the booming town of Lida before turning south on Hwy 95. This was our first “major” highway since leaving Hwy 101 in San Luis Obispo. Now by “major”, there was still very little traffic and it was only one lane in each direction, but it was a 70 MPH highway.

Somewhere just before we got to Hwy 95, we learned that Martin blew a rear tire. Apparently, his parking brake was on slightly which caused his brakes to overheat, and likely caused the tire to bubble out. They performed a NASCAR-like pit stop and had it changed in no time such that they were only a few minutes behind us when we got to Beatty. Problem #8 identified and resolved!

We stopped for fuel and a restroom stop at Eddie’s World in Beatty. The digital thermometer in my car wasn’t working, but I’d guess it was in the low 90’s – hot but certainly not unbearable. But we were still at 3,300 ft., so we still had the wrath of Death Valley ahead of us. The good news was everyone’s cars were behaving, it was all downhill to the hotel, and we would only have about 30 minutes of high heat driving. Out of Beatty, we continued southwest on Hwy 374 and back into California. We passed the ghost town of Rhyolite, headed up over Daylight Pass and began our long gradual descent into Live-Forever Valley (as Dale liked to call it).

As we descended, the temperatures rose. We turned onto Hwy 190 heading southeast. The temperatures were north of 100 degrees as we passed the Chevron station in Furnace Creek (gas prices were above \$5.50 per gallon there) and continued the few remaining miles to the Inn. Just before the Inn, we passed a “100 feet Below Sea Level” sign, but we rose up to the Inn so we were at or just above sea level by a few feet, which was good as it would be a LOT cooler at that higher elevation (haha).

The valet showed us where to park our cars in spots they reserved for our group and by the time we hauled our suitcases thru the tunnel and to the lobby, we were all dripping. But for the first time, we got to the hotel early (2pm) and had time to



enjoy the accommodations.

Most of our rooms were together and after settling in, several of us met in the bar for a cold beer. We then heard that several others were down at the pool, which also had a bar, so off to our rooms to get into our swimsuits.

We met John and Jean, and Mike and Sandra there. They had a great spot in the shade with several couches and chairs around. Pam and I immediately hit the pool which was pretty warm too, but when we got out, the breeze across our wet skin was very refreshing.

Neal and Maggie, Ron and Julie and Martin and Paul joined us soon after and we spent the rest of the afternoon in and out of the pool enjoying snacks and being served cold drinks by Tucker, who “happily” brought us anything we asked for.



We had to split the dinner group in two, so six couples ate at 7:30pm and the remaining eight of us at 8pm. Pam and I were in the late group with Neal and Maggie, Martin and Paul, and Mike and Margaret. Mike purchased wine for the table to thank us for all the help getting his Jaguar back on the road. Our waiter was fantastic and the food excellent, but I guess that's to be expected at a four diamond hotel. After dinner, tired and full, we retired to our rooms and fell asleep quickly.

Day #5 – Death Valley to Ventura (Home)

We woke up late (like 7:00am) and decided we'd grab a quick breakfast in the dining room. We met Neal, Maggie, John and Jean there and we ate together. We decided to have our driver's meeting in the lobby since it was already quite warm outside. After getting our final bags into the cars, we were off by 8:30am. We backtracked a bit, but then stayed on Hwy 190 as we drove by the sand dunes and thru Stovepipe Wells. We now had a long uphill climb to get out of Death Valley, and while the temperatures were a lot cooler (probably in the upper 80's), our LBC's were working harder.

Our first stop was Panamint Springs to regroup and “flatter our bladders”. Martin's car was running a little warm, so he topped off his radiator before we continued. We headed south on Panamint Valley Road as we passed the ghost town of Ballarat before entering Trona on the shores of Searles Dry Lake. We filled up in Trona before continuing south. As we swung west, the road became Hwy 178 heading into Ridgecrest. Our plan was to turn south on Trona Road to avoid Ridgecrest and cut southwest to Hwy 14. Unfortunately, there was some kind of construction project going on on Trona Road that weekend and it was closed. A quick reroute on Google Maps and we found we'd have to head towards Ridgecrest and skirt around the main part of town before catching Hwy 395 south. We were then able to resume on our planned route by turning on Garlock Road. Unfortunately, this added almost a half hour to our trip and would make us late for lunch.

When we reached Hwy 14, we turned south and after a couple of miles, we turned into the Friends of Jawbone Canyon Visitor Center. It was a great spot to get into a little air conditioning after a bathroom break. Knowing we were running late, we quickly got back into our cars and continued south on Hwy 14 thru Mojave and into Rosamond for a fuel stop. A few more miles on that “major” highway and we exited on Avenue G in Lancaster for a trip down a musical road – literally.

Years ago, someone had the idea of cutting grooves into the pavement and pre-determined spacing. There were tight sets of grooves, followed by a gap, then another tight set of grooves. If you drove the speed limit (55 MPH) and were in the left lane, the various spacing of the grooves played a tune. It was a bit windy making it hard to hear, but if you listened carefully, you’d hear the finale of the famous William Tell Overture. Since for most people it was their first time experiencing this, we did a U-turn and did it again. If you’re ever in the area and have an extra 10 minutes. Look up the Musical Road and turn your radio off!

After enjoying the music, we headed to Foxy’s Landing and Restaurant at Fox Airfield. Neal had called ahead (again) and they had a section of the restaurant set aside for us. It was 1:30 so they were past their lunch crowd anyway. We had lunch and enjoyed each other’s company at one final meal.

We continued west on Avenue G and then turned south on 110 St. W. It turned into Johnson Rd. as it headed into the hills towards Lake Elizabeth. As we turned south on Elizabeth Lake Rd., we stopped for our final (planned) stop for a group photo and to say our goodbyes. After lots of photos and hugs, we got back into our cars for one final leg. We continued on Elizabeth Lake Rd. for a short distance, then turned south onto San Francisquito Canyon Rd. This is where we hit our second snag of the day.



We had heard there was an approximately 3,000 acre fire north of Castaic Lake, but we figured we were fine as we were south and there was no indication of any road closures the way we were going. Wrong on both counts. And to make things worse, we got down San Francisquito Canyon Rd. about 9 miles before we hit the police roadblock WITH NO PRIOR WARNING. After a long hot day, we were all tired and ready to get home, and this was frustrating. Being out in the middle of nowhere, no one had cell service so we couldn’t call upon the Google Map Gods to show us the way. I remembered that Google had originally directed me to turn on Spunky Canyon Rd., but I knew I wanted San Francisquito Canyon Rd. so I ignored it. But after scanning the map for a bit, I saw that would get us there, so off we went. After driving it, I see why they called it Spunky Canyon as it was definitely a “spunky” (twisty) road!

We drove around Bouquet Reservoir and turned southwest onto Bouquet Canyon Rd. This took us into Santa Clarita where we got onto Cooper Hill Rd., then Newhall Ranch Rd. which took us over Hwy 5 and turned into Hwy 126 west – the final stretch. We turned off in Fillmore onto Grimes Canyon Rd. while the rest of the group continued on into Ventura and their homes. We got home a little before 5:30pm and after unpacking, enjoyed a cold beer and homemade pizza before showers and then jumping into our own comfy bed.

Afterthoughts

We covered just under 1,200 miles in 5 days with elevations ranging from almost 10,000 ft. to -100 ft. and temperatures from the low 40’s to almost 110. Despite numerous automotive problems, every car made it home under its own power. And despite all the heat, all the participants survived too.

Everyone I talked to said they had a great time and would (im?)patiently wait for the next epic journey. Neal and I agreed that this was as big a group as we would want to plan a trip like this for, so there may be limited openings for the next CCBC Mille. But we’ve got time to figure that out. In the meantime, we’ll start thinking about what our next adventurous route will be...



Central Coast British Car Club Regalia

Baseball caps – 18.00

License Plate Frame - \$15.00

Key Fob - \$10.00

Lapel Pin – \$3.00

Grill badge is 30.00

Patch and sticker 2.00 ea.

Short Sleeve T-Shirt - \$8.00(S-XXL)

Long Sleeve T-Shirt - \$12.00(S-XXL)

Polo Shirts – \$13.00(S-L) \$15.00(XL & XXL)

Polo Shirts with pocket-

(special order only)- \$15.00(S-L) 17.00(XL & XXL)

Crewneck Sweat Shirt –

(Limited availability) \$16.00(S-L) 21.00(XL & XXL)

Hooded Pullover Sweat Shirt –

(Limited availability) \$22.00(S-L) 27.00(XL & XXL)

Full Zip Hooded Sweat Shirt-

(Limited availability) \$27.00(S-L) 32.00(XL & XXL)

There is a limited amount of Regalia at each monthly meeting or contact Pam Justin at pjquilter1@hotmail.com or 805 491-3068 to order. Provide your name, size and item.

Club business cards available, no cost, keep a few in your car to give to people who might like to join