



THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 36 Number 6, June. 2020

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Taxi Chronicles, Part 1 by John DeRoy



Continued on pg. 3

BUSINESS INFO



GENERAL MEETINGS:

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

BJ's Restaurant
461 W. Esplanade Dr.
Oxnard, CA 93030
Off ramp "Oxnard Blvd"

2020 General Meeting Dates:

No meeting June 2nd.

July 7, Aug. 4, Sept 1, Oct. 6, Nov. 10,

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.

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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

Taxi Chronicles, Part 1 by John DeRoy



It's all my kids' fault.

My wife Doreen and I have twin daughters, now 15-1/2, who we decided to take to England, Scotland, and Paris back in March 2013 for their fifth-grade spring break. I had been to the UK twice before – first, at the age of 16 (around 1977) with my parents and sister, and next in 1982, on a post-college trip. Somehow I'd managed to convince my parents to send me to Worcester College at Oxford University for a 3-week UC Berkeley extension course, and now, 31 years later, I wanted to re-create that trip with my beloved wife and kids.



Our ten-day 2013 family trip to the UK was outstanding, with everyone having a terrific time, even bearing the unseasonably cold weather throughout the UK (snow flurries in March?) with great spirit. We spent the first several days in London, visited Oxford (shown left) and the Cotswolds (Bourton on the Water being a favorite), and rounded out the British portion of the trip in Edinburgh. We ended the entire trip with a whirlwind three-day taste of Paris.

By the end of our time in London, we had traveled around by tube, bus, and yes – taxis (TX2s). I recall seeing a few FX4/Fairways, including one with the most fantastic trafficators – these had long wooden arms that dropped out of nowhere with a bounce and make a clackety-clack sound when they did. In Edinburgh we were treated to an unexpected drive in a TX2 taxi to JK Rowling's home, which of course thrilled my Potterphile daughters to no end. (Before heading to Edinburgh, we also visited the Potter studio outside of London.)



And out of the whole experience, a childhood fantasy was reawakened. Specifically, as a teen with my family lo those many decades ago, I became absolutely smitten with London Taxis. When we returned home from that first trip circa 1977, I researched the import rules, costed it out, and harassed my parents to no end how they *had* to get one for us, especially given the reasonable cost. I even pitched it to my mom, who loved to bake, as a delivery vehicle that I would be happy to drive for her to share her goods with the greater community (for a profit, of course). My parents told me I was nuts and, wisely, never took the bait (or bake, as the case may be).

Continued on next page

Taxi Chronicles, Part 1 by John DeRoy



Fast forward three decades later. I'm now an adult able to make my own almost-wise decisions, and I've just returned from the place that started it all for me. Unflinchingly, I check the savings account and decide that it is high time to buy myself a taxi for use as my daily driver. Darned those kids for being old enough to appreciate England, thereby inducing me to take them there and catalyzing the resurrection of what should have remained but a memory for me.

But which model to get? An older, classic taxi, or a modern, practical TX2? (As if owning a London Taxi in the USA is practical.) I find a few vintage vehicles for sale and also uncover one of the 250 LHD TX2's made for the American market, which looks pretty intriguing. What's a hapless taxi neophyte to do?

As luck would have it, I stumble across a great resource, a book titled *FX4 Black Cab*, part of the Haynes collection and written by some guy named Bill Munro. My friend Google helps me locate an email address for him, and I write him for some guidance on my purchase decision. Bill being Bill, he was quick to respond and so very helpful to this total stranger. (We've since had many exchanges over the years.)

Armed with his recommendation, I purchase a TX2 from someone in Charleston, South Carolina, about as far from our home in California as you can get. The seller is an English woman (hereafter known as She-Who-Must-Not-Be-Named or You-Know-Who), owner of a defunct TX2 limo service who is trying to sell off her fleet. Although there are aspects of the transaction that seem a bit dodgy, overall it seems like a reasonable deal. And to this naïve Yank, all English folks are good, upstanding, honest people.

I also track down Larry Baker, the US LHD TX2 guru in the neighboring state of North Carolina. We talk and decide that I should drive the car from Charleston the nearly 300 miles to his shop in Greensboro, where he will do a few upgrades.

Two days before I'm supposed to fly to Charleston, wildfires erupt in our city, and we are evacuated and take up temporary residence with my parents, about an hour away. Collectively we decide that since my staying with the family wouldn't change anything with respect to our endangered city, I should still take the trip. (An almost-wise group decision.) I should have taken the wildfire as a harbinger.

I fly to Charleston and pick up the car. Less than fifty miles later, on my way to North Carolina driving my oh-so-cool TX2 on a freeway in the middle of nowhere, the engine starts making some loud, odd noises, plumes of whitish grey smoke come out the exhaust, and the vehicle dies. Through a series of stops and restarts, the vehicle wheezes its way off the highway at the next exit, dying three times in the span of the final 1,200 feet to the filling station that has no repair shop or mechanic.

I call my new best friend Larry who, after some discussion, tells me he's sending a buddy with a tow truck from Greensboro to come pick me up and bring the vehicle to him. With several hours before my ride shows up, I camp out in my now-not-so-cool TX2 until a local befriends me. We kill the time, and finally, after a surprisingly good Italian dinner in some remote part of South Carolina, the truck shows up. I, a nonsmoker Californian, then join the heavy smoker driver and his girlfriend in the cab of the truck (cough! cough!). We arrive in Greensboro at 3:00am, drop off the car, and I spend the unexpected night at a local motel before connecting in person with Larry later in the morning. That same day I fly home to our now fire-free city.

In short, I was sold a complete bill-of-goods that was never roadworthy (and shame on me for paying for it sight unseen, based on You-Know-Who's honest-sounding assurances). The final diagnosis had something to do with a failed turbo prop, all the oil being sucked out, and a host of other problems that sounded bleak to this mechanically challenged dupe. Components had been jury rigged all over the place, and Larry said he'd never seen anything like it.

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GATES OPEN AT 8:00 AM FOR PARTICIPANTS

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An area will be set aside for an Auto Jumble (Swap Meet) USED AUTO PARTS ONLY!. Spaces are the same price as show entries.

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The Next-Next Generation by Jay Shotwell MG-TC owner

It has been noteworthy that many of our MG Clubs are now celebrating 40 and 50 year anniversaries. These clubs were the offspring of many young rascals back in the 50's and 60's who owned MGs. They had boundless enthusiasm for the MG Marque and demonstrated such with meetings, rallies, races, picnics, funkanas, and many other events. That group of young enthusiasts is now 60 or older. To this day they remain the bedrock of our current membership.

As I have attended various club functions over the past few years it has become painfully obvious that our club membership is at risk. Just look for yourself and ask, "In 5 years, how many attending today will not be here?" We are starting to see more emails with subject: "Sad News". There is also that quiet whisper amongst members acknowledging, that time is taking its toll and the strength of the club future is unknown. We can sit back and resign ourselves to reality or we can reassess and rebuild the enthusiasm. I suggest the latter and offer a solution.

The Next Generation: The next generation is those folks aged 30 to 60. Although I would hope that this was the next generation of MG enthusiasts, I consider this generation by and large the lost generation. When they were youngsters, the rage was horsepower and speed and today tout the muscle cars "they grew up with". This is the key phrase: "They grew up with."

The Next-Next Generation: This generation is today's teenagers. This generation is important because most of our adult interests and values are based our youth experiences. Repeated, I hear that someone owns a car because it was their dad's and they remember it as a kid. I first saw my car, TC7670, as a kid when it was owned by my cousin and freshly repainted. This was a memorable event and I was proud to become the next owner.

So, what can we do as a club to rebuild our membership base?

Club Leadership: The senior leadership and event planners should consider and re-focus on today's youths: our grandchildren and friends of our grandchildren. At a minimum, each club member should be encouraged to bring a "junior member" to each event. This should be a standing expectation / invitation. If there is a club event, maybe even offer an equivalent junior event for those less than 20 years old. Each club should plan their annual calendar to support the junior membership. Any event chairperson should have a junior assistant (mandatory!) Involve the youth in planning, they will bring their friends.

Club Members: You are the mentors. Please involve at every opportunity the participation of our junior members. Don't change the oil without some "junior assistance" even if it is the neighbor kid. Take the time to tell stories about your car when you were a kid. Teach the next-next generation about how to care for, maintain, and enjoy.

Junior Member Achievement: Our junior members need to be rewarded. Many clubs have a point system for end of year awards. When was the last time you remember someone under 20 getting an MG achievement award? Me neither. Clubs should set up a tiered awards program for the juniors and identify the different levels. Then outline basic point programs to achieve these awards and finally assign a "Mentor" to each "Junior" to monitor and assist. Example levels: MG apprentice, Shade Tree Mechanic, MG Master Mechanic. Would it not be great fun for a Junior to set up a rally that required at least 1 junior member in each car in order to qualify for as a winner? And then the Junior organizer gets awarded with the title of "Rally Master" for his achievement?

Junior Liaison: In order to tie all of the above together I would suggest that each club establish a dedicated staff position to oversee and implement the concept of Junior membership. This individual would be solely responsible for the coordination of Junior membership events, mentorship, publicity and recognition programs. I cannot overstate the importance of a central figure to bridge the gap between the senior members to the junior members and institutionalize a local junior membership program.

Continued from pg. 7, The Next-Next Generation



Overall, the main concern is who will be tomorrow's members of our clubs and just as important, who will be the leaders. As today Generals were yesterday's "Boy Scouts", tomorrow's MG Club President can be one of today's "Next-Next Generation".

I would welcome anecdotal stories of various examples of how clubs are trying to promote membership today.

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Doug Pelton doug@fromtheframeup.com



Taxi Chronicles, Part 1 continued from pg. 4



Having been burned himself by She-Who-Must-Not-Be-Named, Larry and I quickly bonded, and over the course of several months, he replaced the TX2's engine, went over the car inch-by-inch, and restored it to factory condition. He sold it and we split the proceeds, cutting my losses significantly. I tried pursuing Voldemorticia with legal action but discovered that she'd already fled the US and returned to the UK, presumably to cast her evil spell on other unsuspecting souls.

One would think that after such an episode, any reasonable human being would say, "Well, I tried, and it didn't work out. Give up, and move on." Right? An opportunity to move from almost-wise to wise? Nope. But that's another tale – much happier, mind you – for another issue.

Editors note: Next month Part 2 of the Taxi Chronicles. There are 5 parts to this series

They were written a couple of years ago for *Vintage Taxi*, the London Vintage Taxi Association's bimonthly print magazine

UPDATE ON CCBCC CAR EVENTS



Due to the ongoing COVID-19 issues and concerns, Here's an update on the clubs and other activities over the next three months:

June 26, and every last Friday of the month, Camarillo cruise night on Ventura Blvd.

July 19 Our CCBCC Car show is **cancelled** for this year. New date July 18, 2021

August 22 Wheels and Windmills **cancelled** for 2020. New date Aug. 28, 2021

September 19 War Birds, Wings and Wheels has been **postponed** until **Sept. 19** see pg. 18

September 20, Montecito Motor Classic, **cancelled** until September 2021

September 20, Westlake Exotic and classic car show, 11-5, postponed from April 26, see pg. 22-23

September 20, British car Show, El Segundo, see pg. 19

September 27, Queens English postponed from April. See pg. 6

The Santa Paula Cruise nights are **cancelled** for the entire season

Behind the Wheel editors corner

With almost everyone having extra time during this virus crisis, now is the time to get some stuff done that has been put off for so long. How about an article for the newsletter??? I know you have something to say about your car, a trip with your car, an outing, a technical article. I am sure you must have a picture of your drive that you would like to see on the cover of the newsletter.

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 NO more pictures and story for the front page of the newsletter. Let's see some of your favorite pics of your British car. Also I am out of baby pictures for the guess who this is feature.

ARTICLES NEEDED:

The newsletter is in 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, size 12 and do not do any formatting, just paragraphs of words.

A NEW NEWSLETTER FEATURE



Robert Muzio

Please submit pictures for this feature as I have none.

I ran across some very old ads, not always related to cars; but interesting



OVERDRIVE AUTO OFF

BY JOEL JUSTIN

How many of you have overdrive on your British cars? I'm not talking about those sacrilegious modern 5-speed gearbox conversions. I'm talking about genuine Laylock de Normanville overdrive units. If you don't, you should. When driving on the highway, it not only saves wear and tear on your engine (lowers your engine speed by about 700 RPM), but it's a much more pleasurable driving experience as well.

If you do have an overdrive gearbox, how often are you cruising along in OD, come to a stop, forget to take it out of OD, then as you shift from 2nd to 3rd gear, the engine bogs down and you immediately think, "What's going on?!) before you realize your faux pas and quickly switch the OD off? If you're like me, you do it all the time!

Well, I've got a nifty solution. I had read somewhere (a forum or email post) that there was a company in the UK who had developed an overdrive logic unit that even if the OD was on, as soon as you shifted into neutral, it switched off and stayed off. I researched it and while it solved my problem of forgetting to turn off my OD, it had several drawbacks.

First, it requires you to change out your OD switch with a momentary switch. They offered one for the TR4-6, but it wasn't cheap. I also didn't like the idea of having to tear apart my steering column to swap out the switch. Second, the logic unit itself wasn't cheap either. Together with shipping from the UK, it would cost about \$170. If I only had one car with OD, I'd consider it, but I have 3 going on 5, so no way!

Then I started researching circuit diagrams for these and found one that was simple in design, didn't require changing out the OD switch, and could be installed by simply unplugging two wires and inserting this circuit, and connecting a ground wire. The only problem is that it was designed about 20 years ago and one of the components wasn't available anymore and another was something that causes problems over time.

I had a good friend of mine who's an electronics whiz take a look at the circuit and recommend part replacements. He not only did that, but found a perfect small box to house the entire circuit board. I immediately ordered enough parts to build five of these.

I designed my own circuit board using Visio, then sent a JPG to Pam who, using her Silhouette, created a "sticker" of the circuit artwork. I then put it on a copper-clad circuit board and placed it in an etching solution for about an hour. The etching solution removed all the copper except that which was covered by the "sticker" leaving a perfect etched circuit board.

The copper-clad board I had was big enough to make six circuit boards, so after etching and drilling LOTS of very small holes, I used my scroll saw to cut them into individual boards.

After soldering in the components and connection wires, I mounted it in the box and crimped Lucas bullet ends on the two OD wires and a ring lug connector on the ground wire. Now I was ready to install it in my TR4 and test it.

Installation was simple. I found the bullet connection under my dash from the OD switch to the gearbox cut-out switches. I pulled the connection apart and inserted my auto-off box in between using the bullet connectors I had just crimped on. I found a convenient nut to loosen to connect my ground wire to, and I was ready to try it out.

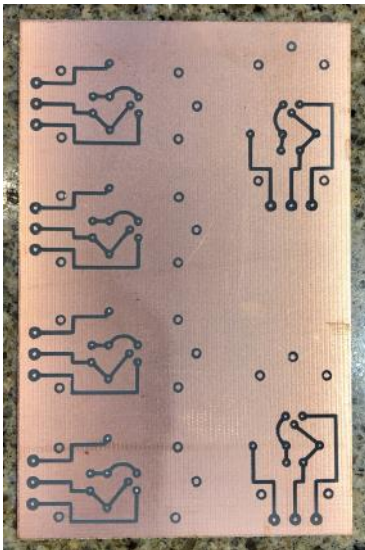
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OVERDRIVE CONTINUED FROM PRIOR PAGE

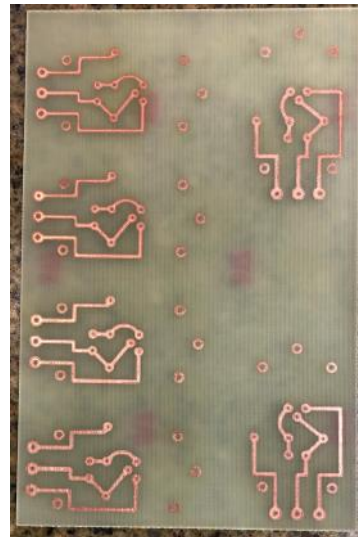
I turned on the ignition, and with the OD switch off, went thru the gears – 1st to 2nd, then 2nd to 3rd, and finally 3rd to 4th. All good – no OD engagement. Then I switched the OD switch on and the OD relay engaged. So far so good. Now for the real test. With the OD on, I shifted out of 4th into neutral and the OD went off, like it normally would. When I shifted into 3rd... it STAYED OFF! Yea, it worked. While still in 3rd, I switched the OD switch off and back on again, and the OD relay engaged again. Perfect. Now all I needed to do was find a place to mount the box so it wasn't hanging in the driver's footwell.

The beauty of this solution is 1) it's easy to install (and remove) without any permanent alterations to your car or wiring, 2) it's way cheaper than the UK unit (about 30% the cost), 3) a worse case failure of the unit would simply cause the OD not to work. All the failure modes I could come up with would never cause the OD to stay on all the time. And best of all, I will never shift up thru the gears with OD unknowingly on and get that dreaded bog-down going from 2nd to 3rd anymore.

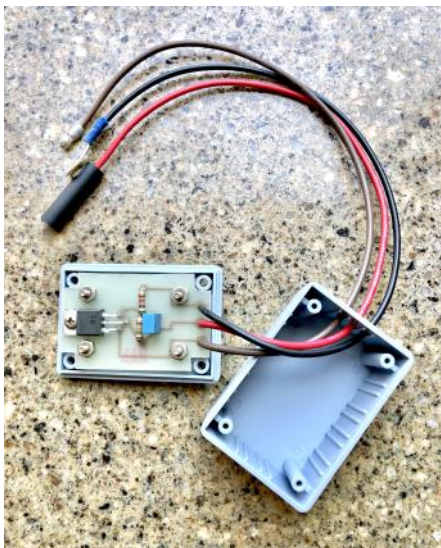
I know this circuit will work on all TR's with Type A, D and J overdrives and their OD wiring circuits are basically the same. It will likely work on MG's Austin Healey's and other LBC's with Laylock de Normandie overdrives as well, but we'd need to look at the OD wiring diagram first to be sure. If you'd like to add one of these to your OD car, let me know (j_bar_j@hotmail.com). The cost complete with connectors is \$45. If I get enough interest, I'll make up a batch of them.



Copper board with stickers



Etched Copper board



Ready for final assembly



Finished OD Auto-Off

Camarillo Friday Night Car Cruise ***By Joel Justin***

Mark Oberman texted me last Friday about the Camarillo Friday Night Car Cruise. Apparently as long as people were social distancing and not parking and loitering, they were fine having classic cars cruise up and down Ventura Boulevard thru Old Town Camarillo. Part of it was to give classic car owners something to do and part of it was to bring some potential customers to businesses that were struggling. Regardless, it didn't take much of an excuse to get out and "cruise"!

I looked online at the restaurants in the Old Town area and decided Ottavio's at the west end of the Boulevard looked pretty good. They had online ordering and an easy-up set-up for pickup. And you could even order a bottle of wine to go with your Italian dinner. So we both ordered our dinners for a 6:15pm pick-up and met Mark and Janie in their parking lot at 5:45 to do some cruising beforehand.

It turns out people were pretty much ignoring the don't park and mingle rule as there were about 50 cars parked in the parking lot in the middle of the Boulevard. We decided to try parking and walking around to look at the cars, which were mostly American muscle. In fact, there were only four foreign cars I saw – our Triumphs and two VW's. We found a spot at the end where we could park together and donned our mask for a short stroll.

Most people were being good. About 50% of them were wearing masks and it was pretty easy to social distance while we were walking and looking at cars. It felt great to participate in this mini car show. We didn't stop to talk to anyone, and since we didn't plan on stopping at all, didn't have a lot of time before our dinner was ready, but we did do the whole "loop" and saw all the cars before heading to Ottavio's.

I had brought a soft-sided cooler with two Nalgene bottles filled with boiling water wrapped in a towel in the bottom. Even after an hour, it was still very warm inside when we put our food in there. Our whole dinner (soup/salad, bread and main course – Chicken Marsala for Pam and Shrimp Pasta for me – P.S. their clam chowder was some of the best I've ever had!) including a bottle of their house Chianti and a tip was \$60. After we had everything, we headed over to the Oberman's for a socially distanced dinner in their backyard.

It looks like they are doing this monthly with the next one scheduled for Friday, June 26th. I've added it to the club calendar, so if you're itching to get out in your car, see some other cool cars and maybe have a good dinner, consider going.



Covid-19 Get out of The House Drive & Safe Social Gathering **By Martin Keller**

Saturday evening (05-23-2020) I decided to contact the club membership that I was going on a drive to get out of the house and just socialize and have a nice relaxing drive. We all met at the closed Kmart Parking lot in Santa Paula, Ca. on Sunday at noon.

The group consisted of Rebecca Mills in her BMW M3, Ron Butler in his Daimler, Frank Powel in his Big Healey, Jack and Pam Waschbusch in their MGB, Glen Dewar in his MG Midget, New Member Ron Marcus in his Lotus and myself [Martin Keller] in my TR6.

We then drove through Santa Paula on Harvard Blvd. to the HWY 150 and headed to Ojai, Ca. as a line of seven British cars. As we were driving through Santa Paula we had a number of thumbs up from the folks that realized we were going through town as a group.

When we arrived in Ojai, Ca. the town was packed with people that I guess were also getting out of the house due to the Covid-19 lockdown as it was jammed packed and traffic was heavy. Once we made it through Ojai and back on the HWY 150 and heading for Castaic Lake the drive was very relaxing until five motorcycles decided to pass us like we were sitting still and then decided to come to almost a stop on a blind curve so they could pull across traffic into an area that overlooks the lake. Several of us (myself and Frank)(thanks Frank for not redesigning the rear of my TR6) seemed surprised by this abrupt action and had to break fairly hard even though we were just at or below the speed limit to keep from running into them.

I can say the lake water level is really down and the brush and small trees are taking over where the water was when the lake was full. After finally getting to the HWY 101 we headed south to the exit so we could drive the old PCH along the coast and maybe stop to catch some ocean views and watch the surfers who were out in force, but every place that one could normally pull off or stop to catch some views was blocked off by the state. The Sheriff and CHP were out in force enforcing the no parking along the Old PCH. Once back on the HWY 101 going into Ventura we exited on the first off ramp to head into town and again the roads were packed by lots of people and vehicles and cyclist and people walking everywhere. This is where the group all when their separate ways and headed back to their respective homes and back to lockdown.

The drive was a total of 68 miles for me and I know some of the others who attended most likely drove even farther to take part in the COVID-19 Get Out of The House Drive and Safe Social Gathering that was a last minute activity.

Thanks to all who attended and took the time to converse at the starting point. I think everyone had a good time getting out of the house and seeing friends and their cars.

Martin Keller

CCBCC Recorder

Coordinator of the "Covid-19 Get out of The House Drive and Safe Social Gathering"



Triumph 10/20



The **Triumph 10/20** was a car manufactured from 1923 to 1926 by the Triumph Motor Company. It was the first Triumph automobile and was named the 10/20 for the Royal Automobile Club's taxation class of 10 horsepower rating and its actual output of 20 brake horsepower. The design was principally by Arthur Alderson assisted by Alan Lea and Arthur Sykes who were employed by Lea-Francis, to whom Triumph paid a royalty on every car made. It was powered by a 1,393 cc (1.4L) 4-cylinder side-valve engine designed by Harry Ricardo and fitted with a single updraught Zenith carburettor. The engine produced 23.5 brake horsepower (17.5 kW) at 3000 rpm, giving the car a top speed of 52 mph (84 km/h) and economy of 40 miles per imperial gallon (7.1 L/100 km; 33 mpg \square US). The four-speed gearbox was mounted centrally and coupled to the engine by a short drive shaft.

The car was launched as a 2-seat, steel panelled, open tourer with provision for a third passenger in a dickey seat, utilising bodywork supplied by the Regent Carriage Company of London. A sports model with aluminium body panels and long wings soon followed, and then in 1924 a fabric-covered 4-seat Weymann saloon featuring a single door on the driver's side and two doors on the passenger side. It had a 102-inch (2,591 mm) wheelbase, making it the largest (by 20-inch (508 mm)) of the "light cars" of its era. It was the first British production car to be fitted with hydraulic brakes, but at first on the rear wheels only. Approximately 2500 of this model and the parallel 13/35 and 15/50 models were made. The price was £430 to £460, expensive compared to a contemporary Wolseley 10 selling for £250.



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Chief Engineer
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WARBIRDS, WINGS AND WHEELS 12

CAR SHOW & SWAP MEET

NEW DATE!
SEPTEMBER 19, 2020



HOURS: 7 AM - 4 PM
 MUSEUM BUILDINGS OPEN AT 10 AM

DINNER & BARN DANCE!
SEPTEMBER 18, 2020



DENNIS GAGE
FILMING MY CLASSIC CAR

Paso Robles, Ca



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Proceeds support Estrella Warbirds Museum,
 a Non-profit 501(c)(3) Corporation. Tax ID#77-0324714





BRITISH CAR SHOW



JUNE 20TH 10 AM-2 PM
610 LAIRPORT ST, EL SEGUNDO, CA
(310) 909-0950 www.theADM.org/British2020

ARTIFACT
artfact.com

HOT FEET? By Bob Muzio



For those of you with a TR4 who would like to direct air to your legs during the hot summer months, try the following suggestion.

Using eyeball air vents that one sees in aircraft (google Aircraft Spruce and Specialties for part number 13-1435) mounted on the bottom of the square air ducts that feed the vents on either side of the dash you can direct air to the footwell area. You'll need to use a hole saw and electric drill. When you open the scuttle vent air will flow to the dash vents and the foot well vents; the rate of flow to the footwell area is regulated by how open the dash vents are.



I want to thank all the contributors to this newsletter, without them this would be a very short newsletter:
Joel Justin, John DeRoy, Jay Shotwell, Martin Keller, Gerald Davies, Mike Carlson, and Bob Muzio

WELCOME NEW MEMBERS



Peter Arakelian
Buelton, CA
1971 Triumph TR6
Daily driver, very clean not restored,
likes the patina!
Long past member, so welcome back!

Member # 126

Lorenzo Francalanci
Woodland Hills, CA
1964 Lotus Elan S1

Member # 127

Assembly of a 1964 Cobra replica

Gerald Davies and Mike Carlson assembling a 1964 289 AC Cobra replica. The body and chassis for the original cars were made in England while the engine and transmission were installed in the states. 32 of these never made it across the pond. A few were exported to Europe while the remainder stayed in England. All "slabsides" we're equipped with Ford 260's and later 289's. Mike's engine looks period correct with about 100 more pony's than they had in '64.



Date Change

CLASSIC & EXOTIC CAR SHOW



**SUNDAY, APRIL 26, 2020
11AM - 5PM**



**26th Annual Rotary Club of Westlake
Community Street Festival**



**People's Choice Awards
Exotic, Classic and Best in Show**

RAIN OR SHINE!!!

Cars may arrive at 8:30am but no later than 10:00am

Car Show is part of the annual Rotary Club of Westlake Village Street Festival. Proceeds derived from the Car Show entry fees and Sponsors will go toward supporting the following

Rotary programs: Borderline Bar & Grill ~ K-9's for Warriors ~ Meals on Wheels ~ Feeding the Homeless here in the Conejo Valley ~ Cancer Foundations

Exhibitors may pay by Credit Card, Pay Pal, or by check. If by check, mail BOTH the Registration form and check to: Harvey Magidow 3062 Winding Lane, Westlake Village Ca, 91361. For any questions please contact Harvey at 805-750-0345. E-mail address is hmagidow@aol.com

www.rotarywlv.org

**Car Show is expected to sell out in advance. Register Early!
Contact Harvey Magidow (805) 750-0345 or email hmagidow@aol.com**

Date change: September 20th will be our 26th Street Festival. Please note the new time for the 2020 event, **11:00 a.m. to 5:00 p.m.** If you have already registered for the Car Show we thank you and look forward to seeing you in September. The Car Show became a significant addition to the Street Festival 6 years ago and the attendance increase each year has been very significant as the Car Show has become quite popular with the attending public. Those of you who have previously attended the Westlake Village Rotary Street Festivals and entered a car or two in the Classic/Exotic Car Show know this is a family fun event with something for everyone. We hope you will again enter a car or two and come out and enjoy all the festivities that are planned for our 26th edition. For those of you who have not attended the Street Festival or the Car Show previously we hope you will join us this year and enter your classic or exotic pride and joy.

If any of you also have a classic motorcycle, please fill out the same registration form as we will be making this addition to enhance the event this year.

Continue on next page



26th Annual Rotary Club of Westlake Village Community Street Festival

REGISTRATION FORM FOR
Classic/Exotic Car Show
SUNDAY, APRIL 26th, 2020

New hours - 11:00 a.m. to 5:00 p.m

**Date Change
Now Sept. 20th**

Date Submitted: _____

Owner's Name: _____

Street Address: _____

City, State, Zip: _____

Phone Number: _____

Email: _____

Year/Make/Model: _____

Club Affiliation (if applicable): _____

PLEASE EMAIL THE COMPLETED APPLICATION TO hmagidow@aol.com OR FAX TO (805) 374-8378. Harvey Magidow can be reached by cell at (805) 750-0345.

Exhibitors may pay by Credit Card or Pay Pal on line at rotarywlv.org. If by check, mail BOTH the Registration form and check to: Harvey Magidow 3062 Winding Lane, Westlake Village CA, 91361. For any questions please contact Harvey at 805-750-0345. E-mail address is hmagidow@aol.com

Additional Information:

- \$30 fee for registration before 3/31/2020. \$35 from 4/1/20 to 4/24/20.
- **Proceeds derived from car exhibitors will go toward supporting the following Rotary programs: K9's for Warriors, Meals on Wheels, feeding the homeless here in the Conejo Valley, and Borderline Victims and local Cancer Support groups**
- This event is for display/ exhibit only. Space is limited. First come, first served.
- Cars may begin to arrive at 8:30 a.m. but no later than 10:00 a.m.
- The Street Festival is located at the corner of Agoura Road and Lakeview Canyon Road in Westlake Village. Look for signs directing you to the car exhibit area. People's Choice Awards to be presented at 4:00pm.

DISCLAIMER AND WAIVER OF LIABILITY:

I agree to waive and release the Rotary Club of Westlake Village (Club), their officers, agents, and volunteers from and against any and all claims, liability, or judgements arising out of my participation in this activity, including but not limited to participation in the Classic Car Show and attendance at the Westlake Village Rotary Street Festival. By participating in this event, I agree to indemnify, defend, and hold harmless the Club from and against all such claims, whether caused by negligence or otherwise. I understand that there is an inherent risk of personal injury or property damage in this activity, and I expressly assume all risks arising from my participation in this activity. I understand that the effect of this registration form is to release the Club from all liability arising from my participation in this activity. Please make sure your vehicle is properly insured.

Signed and Acknowledged: _____



Central Coast British Car Club Regalia

Baseball caps – 18.00
 Key Fob - \$10.00
 Grill badge is 30.00

License Plate Frame - \$15.00
 Lapel Pin – \$3.00
 Patch and sticker 2.00 ea.

Silk-screened Items:

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 pockets - 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. Only club members can order Regalia.

In addition to our silk-screened regalia above, we are now offering for members, high quality club regalia. **Lisa Rizzo at Ventura Custom Embroidery** has our logo on file and can make almost any kind of regalia desired. Please visit our CCBCC Website to find all the information needed to order. Items ordered will be in Royal Blue (the official club color) or some can be in white. The list of regalia offered with current pricing can be found on the CCBCC website in the members only section. (There is a link just before the list on the site to download an order form to take with you if you visit the store)