

# THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 36 Number 8, August 2020

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## *Taxi Chronicles, Part 3 by John DeRoy*



In late 2014 I buy my first Fairway, an early model that I'm calling a 1989, from former club members. Given this, I elect not to go see it in person, believing it to be reasonably well cared for based on several photos provided by the sellers. I soon would learn that we all have different ideas about car care.

On delivery day, once the vehicle is backed down the truck's ramp, I take my first close-up look and am aghast and weak-kneed, with cold sweat pouring down my face. *This is not happening*, I say to myself. The vinyl roof is in tatters; there are major rust patches on the front wings, wheel arches, etc.; and one of the headlights is secured via duct tape. It looks and feels dirty, and it smells inside. This is twelve steps backwards from the beautiful green FX4 I'd recently sold. I'm accustomed to nice, completed cars. I want to throw up.

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**  
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## 2020 General Meeting Dates:

**No meeting 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](mailto:dtreid@gmail.com)

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**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](mailto: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  
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Ventura, CA 93003

## Taxi Chronicles, Part 3 by John DeRoy



I'm kicking myself. *Why had I sold the green FX4? Why didn't I listen to my trusted mechanic Nick, who'd seen the Fairway photos, perused the vehicle information, and advised against buying it?* (Nick had serviced our Nissan Altima and Toyota Sienna for years and had proven himself to be honest, skilled, and insightful.) Having negotiated the seller down to \$4,000, I ignore Nick, reasoning it is a gamble worth taking, even if it takes a few thousand dollars to fix it up. I forget that I'm not a very good gambler.

Although initially incensed with the seller, once I'm calm it becomes clear that I'm the only one to blame. The seller had forewarned me that the vehicle did have "some rust." But in my quest for a Fairway, I had discounted the potential extent of the rot, even after viewing the photos. Nothing quite like seeing it in person to bring reality crashing down. (In my capacity as AmSec online editor, I've since seen photos of vehicles in far worse shape. But back in that moment, the world as I'd known it had come crashing down in a fantastically ugly way.)

After he stops laughing at my predicament, Nick helps put together a plan. First, he's going to attend to the mechanical issues. Then, we're going to enlist the help of a superb metalworking painter who he has known for years. And if I have any funds left over, a custom interior comes last. Mechanically, there is a plethora of manageable items in need of repair: replacing gaskets, hoses, brake drums, and so on. Not too bad.

A few weeks later, it's on to the body shop, which is owned and operated by Nick's friend Andres – a very affable, hardworking guy who does outstanding work at a reasonable cost. His business is like any other body shop in that his bread and butter is insurance work. But from time to time he takes in project cars, and he accepts this one. *How long, and how much*, I ask him. Three months and \$10-12,000, he says. Okay, it could have been a lot worse. I can live with this.





## Taxi Chronicles, Part 3 by John DeRoy



He takes in the car, and a week later he has already stripped off the paint and found all the rust trouble spots (only a small sample of which are shown in these photos). In his capable hands these will be replaced with new metal. He asks about the sunroof, and we decide to remove it since I plan to add air conditioning at some point; after all, the goal is for this car to become my daily driver. Can't have a daily driver sans A/C in Southern California.

I'm encouraged by Andres's enthusiasm. He tells me what parts to buy from abroad, and given the length of the list, we might as well be at the LTI factory in Coventry, building a taxi from the ground up. I tell him I'd like the color to be a midnight blue, and he sends me off to find the right shade. I find it on a Porsche Cayenne. It's a beautiful, metallic paint that looks either black or dark blue depending on the light. This is getting exciting.

Andres doesn't mind my visiting every week to monitor progress and chronicle the project through photos. Over the many weeks I heap praise upon him for his truly outstanding work. At some point, however, I notice the taxi taking a major back seat to the insurance work. Three months become six. He makes promises to advance the work and is unable to uphold them. I berate him for not proactively calling to reset my expectations, instead leaving me to find out on my own that the car is getting no attention. Six months become nine. By now my calm, quiet patience is getting tested. At about the eleven-month mark, I'm beside myself. I threaten to take it away and charge him for the tow and remaining work, even though I've only paid him half of the originally agreed-upon price. All along, I keep Nick in the loop, who does his best to light a fire under his friend Andres, but to no avail.

Finally, after thirteen months, I've had enough. I rent a U-Haul pick-up truck and flatbed trailer and set off to retrieve my car. Knowing that I am coming to collect it, Andres has stuffed it to the gills with all the loose parts that will need to be refitted to the car by the next shop. It will be the ultimate jigsaw puzzle. I drive the half-baked car to another body shop; the proprietor and I had talked previously, and he'd been willing to take this on. We hadn't talked price since without his seeing it in person, he couldn't really offer any kind of accurate estimate.

I show up at his shop, and he walks around the trailered taxi several times. He takes it all in. I ask, *how much?* He shakes his head, says that he doesn't even know where to start, and then says \$25,000. I stagger backwards, once again aghast and weak-kneed (as baseball legend Yogi Berra said, it's déjà vu all over again). "Are you \$%^&\* kidding me? The car isn't worth that *finished*. Now what am I supposed to do?"

He says, "Maybe Tony will do it." Who's Tony? *Another* body shop guy around the corner who turns out to be my savior. Mr. Rip-Off leaves, and Tony comes to have a look at it. He announces that he can complete it in six months for \$6,000. Wanting to leverage my lessons learned, I get Tony to agree to a deal in which he gets a bit more than the \$6K if he finishes early, and a bit less if he is late. He ends up delivering in seven months, and my combined out of pocket (Andres + Tony) for the exterior overhaul matches the original quote from Andres. When he is done with the car, Tony confesses that he originally took the job because he liked the challenge of reassembling a car from bits he hadn't removed.

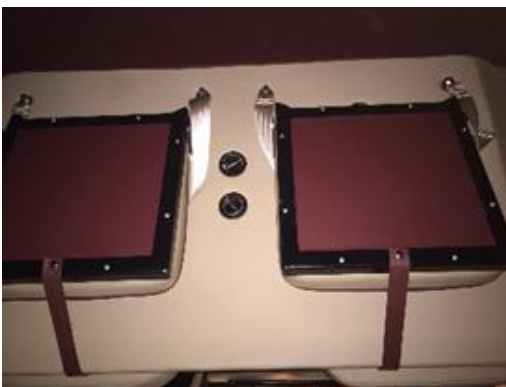
But after nearly two years, the exterior is truly done. Hallelujah – although given the mechanical repairs, bodywork, and parts from the UK, it adds up financially. Despite the mounting costs, I have the aftermarket A/C system installed. Throwing further caution to the wind, I also decide to proceed with a custom interior that requires having the dogleg partition changed to a straight one. Both the A/C and the partition work are done by a local rod shop. With six you get eggroll.

## Taxi Chronicles, Part 3 by John DeRoy



Jorge, an Argentinian friend who restores Mercedes and other high-end cars, also gets in on the action. Over several months he and his moonlighting Audi-mechanic/friend fix at a greatly reduced cost a potpourri of items – mostly electrical but also some mechanical and suspension-related issues. They repair a belt problem brought on by the rod shop's inferior mounting of the compressor. In support of the interior overhaul, Jorge removes the dash because Victor, the interior guy, has told me that although he will happily re-cover it, he will not remove or install it. Victor is 40 miles northwest of me. Jorge is 40 miles southeast. Nothing is easy.

I have a clear vision for the interior, borrowing extensively from photos of a highly customized taxi in Poland previously found online. (I'd wanted to buy that inspiration taxi, but it was a 1995, rendering it too young to import to the US. More on this one in a future installment.)





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## *Jalama Beach Run Monday, July 13<sup>th</sup> by Michael Carlson*

Nine of us headed for Jalama Beach Café for one of their renown hamburgers on Monday, July 13th. We left Ventura about 10:00 o'clock and headed up the beach on Hwy 1, through the hills to Montecito and onto Hwy 101 for about 40 miles to Hwy 1 towards Lompoc. Then it was on to Jalama Beach Road for 14 miles ending at the beach park and café. It was a beautiful sunny day and a beautiful ride.

Along for the drive were Jon and Claudia Korbin, Randy Ricks, Ron Root and Bob, his navigator, in their Triumph's TR6's. Kurt and Janell Lanse were driving their 4.2 Jaguar E-type. Gerald Davies was in his Triumph TR-7 which he bought and restored after it had been sitting in disrepair for 14 years. Mike Carlson drove his Slabside Cobra replica which he had been assembling since February. Neal Subic took a little longer getting to the office that day so he could wish us all well on our trip.

All had a great time and the British Sports Cars. Look for more Monday rides to follow.



## **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 two months:

**August 26, September 23**, Camarillo cruise night on Ventura Blvd. see pg. 12

**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** **Now Cancelled**

**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. 20-21

**September 20**, British car Show, El Segundo

**Sept 22-28** CCBCC's 3rd Mille.

**September 27**, Queen's English postponed from April.

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



## ***From Wrenches to Tweezers—The Corona Clipper by Lowell Martinson***



My Corona project story begins early last December. My brother's work trip to Oxnard left him with a day to visit. On a whim, he and I decided to go to the Channel Islands Maritime Museum.

Once in, there were 8 or 10 museum quality models for sale. One in particular caught my fancy (meaning I liked it, but also had to have it). It was a beautifully done 42 inch long model of an 1823 French sailing vessel the "La Toulonnaise". The model was on consignment as the builder, a Mr. Perry Owen who taught in Ventura, had passed away and his family was selling the models.

I thought about it for two weeks and finally just before Christmas, phoned the museum from Colorado and to my delight it was still available. If you are like me, wanting a car, a model a whatever, once you decide you know the feeling when you find it still available and clearly destiny has played a role. It was meant to be.

In January the museum staff delivered my new prized possession. I then got down to the research and reading. I had a book I bought probably 30 years ago on the history sailing ship design and also one on the history of Clipper ships. I was reading the Clipper history in early March when it became clear the Corona virus was real and life would be different. We locked down on March 6 the day I saw the first Ventura case reported. Then the stay at home order came through. I watched the virus count rising, doubling every 3 days at that time and projected it would be late July before everyone in the US had been exposed if it did not slow. That meant several months in lock down.

Thinking of the Clipper voyages bringing tea from China to London in the 1870's, it was common in those days to be at sea for 120 days. I decided to view our home isolation as a long Clipper sea voyage with better food and without the sea sickness!

A month or so in, I had finished my RC airplane projects and thought of the two sailing ship models I had tucked away in my garage since at least 1988. One was a 36 inch Revell model of the clipper ship Cutty Sark. I decided to start on it. Its been fun building the ship, something I had always wanted to do. Knowing now after tying what seems like 976 thousand tiny knots for the rigging with tweezers, I am certain only an event like the last few months would have ever seen me finish the ship. I now have 13 of the 32 sails up. Still many, many hours to go. Corona seems determined to keep me at it.

The Cutty Sark has also given me a post Corona trip plan, going to Greenwich England to see the real Cutty Sark which has been turned into a fine museum after the ship burned and was rebuilt a few years ago. There are several YouTube videos of the Cutty Sark, both the museum and the history of Clippers.

There is a similarly rigged vessel in Galveston Texas named the Elissa that was giving short day sails at least before Covid. Star of India is another tall ship in San Diego, and others stop in Ventura each year.

The Cutty Sark was built in 1869 in Scotland hence an LBS. little British ship

I've included a few pictures of the model and a photo of some Jag art that now graces the street in front of my house after an oil filter seal failed to seal. After three attempts I finally put the old seal back in.

See pictures next page



# The Cutty Sark



Jag art (see article)



Lowell's tool set



La Toulonnaise



# TR2 CARPET REPLACEMENT By Joel Justin - Pics



1 Faded carpet



2 Old Carpet & Underfelt Removed



3 New underfelt installed



4 Tunnel and rear carpet installed



5 Final carpet before seats



6 Final carpet with seats

The article for these pictures was published last month and I forgot the pictures, so here they are. Sorry Joel

## Taxi Chronicles, Part 3 by John DeRoy

The interior takes about five weeks, looks great, and is affordable. But in that time Jorge becomes severely injured and now can't reinstall the dash for a few months. Sigh. Once he heals and puts it back, the interior is complete save for one major problem – the driver's seat, being perfectly vertical, has proven horribly uncomfortable. Dan, another interior guy with considerably more experience (and who is less than ten miles from home) takes care of this and corrects a few other shortcomings for an additional charge. He also makes burgundy floor mats to protect the new beige carpet underneath. My daily driver is *finally* done (for the most part). OMG – celebration time!!

There still are a few things to address, however, not the least of which are that (1) the car doesn't have the acceleration it should on the freeway, (2) even after head gasket and injector replacements it still puts out more smoke than it should, and (3) the brake pedal vibrates terribly owing to issues with the rear axle shafts. But now three years into it, I have developed near infinite patience. And I don't let my wife see the spreadsheet that tracks everything spent on my dream (or is it nightmare?) taxi.

I used to brag to my friends that for the price of a midlife-crisis Porsche or Lamborghini, I could have three FX4/Fairway Taxis. Should have kept my mouth shut – fixing up this one has cost more than I earned in most of my post-college jobs several decades ago.

*Reader Challenge:* Without looking back at the article, list as many names as you can of people cited in this tale of woe. There are six. (Aren't you glad no names were given for Mr. Rip-Off, the Audi mechanic, and the rod shop guy?)

*Next time:* The Beardmore that fell into my lap while the Fairway was eating away at our life savings.

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

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## ***Cruise Night, Camarillo July 22***



This month Joel put out a blast that he would be at this event at 5pm. 7 others joined in and we parked on the street in front of the parking lot. All the other cars, mostly muscle cars were parked in the west parking lot. Aug. 26 & Sept 23 are the dates of the last 2 for the year. Those on the Mille will miss the last one.



The cars are a little hard to see lined up on the street. Ron Butler brought his Daimler, Justins brought their TR2, Terry and Dave brought their MGTC, Maggie and Neal brought their TR6, Glen MG Midget, Ron Killbee TR4A, and Dusty Rhodes with his Jag XKE 2+2. Ray DeSilva showed up to admire our collection. He has been a member on and off over the years.

## ***WHAT HAVE YOU BEEN DOING DURING COVID***

There are a number of us who have had more time because of Covid to do projects that we have been putting off for a long time. Let's share them here on this newsletter. I have at least 2 for the next edition, please send me yours and I will publish it in upcoming newsletters. Thanks to Chris Vujea for the suggestion.

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## **BIRTHDAY DRIVE BY BY PAM JUSTIN**



Joel wanted live Maine lobster for his 60th Birthday dinner. We remembered, from a brunch run to Sea Fresh in Ojai, that they carried them. I placed an order earlier in the week for pick up on Saturday, July 11th. We asked Neal and Maggie if they wanted to join us for a quick drive and we met at their house around 12:30.

Neal lead the way through the streets of Ventura to Hwy 33 and on to Ojai. It was fun to see some areas of Ventura that I have never been through before. Our first stop was Sea Fresh where we donned our masks and went to pick out our dinner. We got 3 nice size lobsters and put them in a cooler we had brought.

We then drove to the Summit Drive-In for a nice cool milk shake. If you ever want the best shakes around, go to the Summit, they have great burgers too! Of course, we have written a few times about the Summit, so it's becoming a fun drive of late. While we were enjoying our shakes, I mentioned to Neal and Maggie that the next day was Joel's 60th birthday and we toasted to him.

As we were finishing up our snack, Joel noticed a British racing green TR4A drive by, which then stopped, turned around and came into the Summit parking lot. He had seen our TR's and had to swing around to check us out. To our surprise, it was an original founding member of the "Central Coast Triumph" club and had been a member through the transition to CCBCC.

Ron Kibbe and his wife Carmen were taking a short drive on this beautiful Saturday afternoon and was happy to find fellow triumph enthusiasts too! We chatted for quite a while, he showed us his original club jacket and we talked "club" talk. He had a wealth of history that we really enjoyed hearing. Joel gave him the club business card and we hopefully talked him into rejoining the club, with the promise that he does not have to be on the board (he is a past president!).

From the Summit, we went our own ways to wonder back home. Joel and I had a delicious lobster dinner that night as an early birthday dinner. Neal texted me that night and asked what I thought about him trying to coordinate a Happy Birthday drive-by for Joel on Sunday. I thought it would be great and Neal went to the internet to put the word out.

I wasn't privy to any of the emails, but what I gather is they met at the park-n-ride in Camarillo and caravanned to our place. There were 14 classic cars and 2 modern cars in the parade. They regrouped on the side street and then, led by Neal and Maggie, proceeded to drive down our cul-de-sac honking away on their horns and making all sorts of racket, which helped me to bring Joel outside. There were signs, hats, party blowers, a balloon and even a huge teddy bear in the rumble seat of Gary Coopers Triumph 1800. They made two loops around the cul-de-sac and parked for a short time so we could say thanks.

I had alerted some of the neighbors, and the ones I hadn't, well, they heard all the commotion and came out to see what all the honking and ruckus was about. They loved the mini car show/parade. To say the least, Joel was very surprised and humbled, and I was thrilled as it was a great way to celebrate this milestone birthday during these COVID times. A big thank you to Neal for arranging it and thank-you to everyone else who took the time out of their Sunday to drive to Camarillo and make an old 60-year-old feel good.

# BIRTHDAY DRIVE BY, BY PAM JUSTIN PICS



## Automobile History 1979 MGB , Owned by Jim Heaton, Valencia, CA



This particular car is an almost all-original survivor car, except for a repaint and new top in 1999. It was built by BL Cars Ltd in October, 1979 in Abington, Oxford Shores, England. Vin # is GHN5UL 499318G.

This car was purchased, new, on July 28, 1980 by the 22 –year-old daughter of my next-door neighbor. It was purchased from Reseda Imports, Ltd in Reseda CA. at a cost of \$8,500. The daughter, JoAnne, was an elementary school teacher, who later taught my two sons in their 5th grade classes, one year apart. My sons loved the “cool teacher with the sports car who lived next door”. The car was a brown color (earth-tones were popular back then.)

I purchased the car from JoAnne in June, 1990 for \$1,200. Mileage =71,518. I have the original sales invoice, warranty card, and all maintenance records. I have three notebooks with a record of every purchase and repair that has been done. The original spare tire is in the boot. In September, 1992, I sold the car to my very good friend, Paul, who lives in San Jose, CA (my wife and I are god-parents to Paul’s son). Mileage then was 80,850. I had driven about 9,000 miles in about 2 years.

Paul owed the car for the next 21 years.

In 1999, the car was trailered from San Jose to San Diego, where Paul’s 88-year-old father, J.P., lived. His father, also a good friend of mine, was a car-nut and hot-rodder during his lifetime. He repainted the car British Racing Green and then drove it back to San Jose in 2000.

I bought the car back from my friend, Paul, in August, 2013 for \$4,000. Mileage was 82,520. Paul drove the car less than 2,000 miles in 21 years.

The only major work that has been done was the repaint and new top in 1999; a valve job by the father at about 81,000 miles + or -; and a clutch replacement at 82,700 miles, in 2013. Minor work includes a starter solenoid, turn signal switch (twice), chrome valve cover top, muffler, alternator (multiple times), heater control valve (more than once), water pump (s) and an upgraded radio and rear speakers. I replaced the single ZS 175 CD carb, in 2019, with a SU HIF 44. It still has all the smog equipment and passes the smog test easily, every two years.

Mileage now = 95,500. I have driven the car about 13,000 miles in 6 years. Not a lot of long trips but many short road trips. The longest I have driven is to the Morrow Bay area. In a recent trip to Willow Springs International Raceway, a big rainstorm occurred so the car had to be driven home, in the rain for the first time since 1990. Everything worked, including a water leak coming through the firewall that soaked my left leg and foot. The problem has been fixed by deciding not to drive in the rain anymore.

I have a piece of vintage luggage and a picnic basket that I periodically put onto the original luggage rack over the boot. I built an “air conditioning system” using a drink cooler, boat bilge pump fan and a specialty fan speed controller.

Some statistics about the car:  
Weight: 2,335; Engine 1778 L; 64 HP @ 5,500; torque 88 at 2,500; 0-60 = 12.2 seconds; ¼ mile = 19.8 seconds at 69 mph

This is, by far, the slowest car I have ever owned; but it is also one of the most fun to drive. A contemporary MG advertisement (attached) said– “The real kick of the MGB comes not from having power to burn but from the finesse with which you discipline it.”

I was fortunate to have my car featured in the latest issue of Automobile magazine, in June 2019  
Continued on next page



## Automobile History 1979 MGB by Jim Heaton cont.—pics



I made a portable, plexiglass, clear “shield” to place between the driver and passenger of my car. That way, I can stay relatively safely and take a drive with a friend. It fits either with the top up or down.



## 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](mailto: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. There must be some of you working from home and have no where to go, take some time and find a great picture of yourself as a kid, maybe even with a car in the picture.**

## 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.

**I want to thank all the contributors to this newsletter, without them this would be a very short newsletter.**

# CLASSIFIEDS



**1953 MG TD Convertible**  
**Restored 2019, \$25,000, San Diego CA**

*61,000 Original miles*

*British Racing Green with green leather upholstery and tan canvas top.*

*Second Owner, Purchased in 1964 in San Diego*

*Solid car, runs great, everything works, excellent condition, No rust or wood rot. Garaged for last 57 years.*

*For questions, call Fred Fox (760) 271-7765*





**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](http://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](mailto: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](http://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](mailto: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](mailto: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)