



# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 36 Number 11, November 2020

[WWW.CENTRALCOASTBRITISHCARCLUB.COM](http://WWW.CENTRALCOASTBRITISHCARCLUB.COM)

## *2020 Mille Edition*



# 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 Nov. 3**

**No Christmas brunch, but we have some fun scheduled, details page 25**

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)

**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](mailto: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](mailto:dtreid@gmail.com) Extra \$5.00 for mailed newsletters, payable with your dues.

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

## Your CCBCC Board Members For 2020

### PRESIDENT

Mike Gustafson [mikegus999@gmail.com](mailto:mikegus999@gmail.com)

### PRESIDENT CONSULT (non-voting)

Jim Hill [jhill@oilguys.com](mailto:jhill@oilguys.com)

### VICE PRESIDENT

Dave Reid [mgtc48@hotmail.com](mailto:mgtc48@hotmail.com)

### RECORDER Martin Keller

[mhkflyer52@gmail.com](mailto:mhkflyer52@gmail.com)

### TREASURER Chris Vujea

[CCBCCbooks2017@gmail.com](mailto:CCBCCbooks2017@gmail.com)

### MEMBERSHIP

Pam Justin [pjquilter1@hotmail.com](mailto:pjquilter1@hotmail.com)

### NEWSLETTER EDITOR

Terry Schuller [dtreid@gmail.com](mailto: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](mailto: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

# 2020 CCBCC Mille by Joel Justin



We all know what kind of year 2020 has been, but to say it is a year of curve balls is an understatement when it came to our Mille. Neal and I started planning the Mille 15 months ago. As always, we start with an outline of where we want to stay each night, then turn on “Avoid Highways” in Google Maps to start our route planning. We had a great route planned going to Paso Robles, Half Moon Bay, St. Helena, Bass Lake, Clovis and home.

We were going to spend two nights in Clovis so we could attend the Valley British Car Club’s European Auto Roundup. Curveball #1. The city of Clovis threw a wrench into the fan blades by forcing the event to move to the spring. With no reason to stay in Clovis anymore, we shortened the Mille by a day and moved from Clovis to Lemoore. With that behind us, we got blocks of rooms in all the hotels and had everyone book their rooms.

Then in March, the pandemic hit. Curveball #2. There were 6 months before the Mille. Surely this COVID thing would be a thing of the past by then, right? Wrong. Time went by and finally we had to make a call if we were going or not. We checked all the hotels and they were all open with procedures in place to protect guests. Lunches and dinners would be different – no dine-in or large groups – but we’d figure that out. So go it was. We gave the 18 participants one last chance to bail out and get a refund. Four did, which is understandable, but 14 were chomping at the bit to get out a do something.

We ordered all the regalia and made all our final route and stop plans, then the fires hit. Curveball #3a, 3b and 3c. We had planned to go from Paso Robles to Half Moon Bay thru Fort Hunter Liggett down the twisty Nacimiento-Fergusson Rd to Hwy 1. The Dolan fire nixed that plan as it burned right across our route and had everything, including Hwy 1 closed. So we found an alternate route on the east side of the mountains but west of Hwy 101. Well, the Dolan fire had other plans as the road we had picked closed shortly after. So finally we moved the route father east and everything was good. Well almost.

On September 4<sup>th</sup>, the Creek fire started. We were OK for a while, but it was starting to get close to Bass Lake. Then Bass Lake was in a mandatory evacuation zone and our hotel at The Pines closed. We waited a few days, but when it didn’t seem things were going to get better in time, we scrambled to find a new destination for the night. We chose Mariposa and fortunately (probably due to the pandemic) we found a hotel that could accommodate our entire group.

Now we had to re-route day 4 and day 5 or day 4 would have been short and day 5 long. But we prevailed, figuring it out just a week before the trip with barely enough time to get the tripkit (maps and driving directions) printed. We had one more couple drop due to air quality concerns, but we soldered ahead with our pre-meeting (wearing masks and socially distancing) in our back yard on Saturday, 9/19. I could tell by the enthusiasm that people were ready to get out of their houses and go on an adventure. And needless to say, Neal and I were DONE with planning and ready as well.

So enough of our sob story on the trip plan from hell. Let’s get on to the great adventure we all had.

We met behind the (now closed) Carrow’s in Ventura at 8am. We had a chance to socialize a bit while people threw last minute items in the SAG wagon. For those who don’t know, SAG stands for Support And Gear, and is Terry and Dave’s 2013 Ford F-150 truck driven by honorary club members John and Jean. Who all went?



Joel and Pam in their 1961 Triumph TR4  
Neal and Maggie in their 1970 Triumph TR6  
Mike and Sandra in their 1973 Triumph TR6  
Dave and Terry in their 1958 Jaguar XK150  
Martin and Glen in Martin's 1973 Triumph TR6  
Jack and Pam in their 1964 MGB  
Ron and Julie in their 1974 Triumph TR6  
Jon and Claudia in their 1974 Triumph TR6  
Mike and Gina in their 1964 AC Cobra  
Gerald in his 1980 Triumph TR7  
Ron in his 1963 Daimler Dart SP250  
Kenn and Dorothy in Kenn's (Dorothy's old) 1978 Triumph Spitfire  
John and Jean in Dave and Terry's 2013 Ford F-150

Our plan was to leave by 9am and we were on our way at 8:51. We drove up Hwy 33 thru Ojai, then continued up thru the mountains. We started bundled up in the fog, but by the time we stopped at Wheeler Gorge (which was closed along with the restroom – there were trees) for a regroup stop, the sun was out and everyone was shedding layers.

From there, we continued on Hwy 33 up over the top of the mountains and down to the Santa Barbara Pistachio Company where most of us purchased pistachios to munch on during the trip (or in my case, (8) 4 pound bags for Christmas gifts – thank goodness for the SAG wagon!). We then continued on Hwy 33 to Taft where we fueled up and headed to A Street Park for lunch.

This was a first for us – picnic lunches. Most people brought food from home for the first day, but several stopped by local eateries for take-out before joining the rest of us at the park. We found some large trees – enough to provide shade for everyone – pulled out our coolers, set up our chairs and ate in a very relaxed setting while enjoying each other's company. After lunch, several of us took a walk around the park to stretch our legs. Of course the restrooms at the park were closed, but there was a shipping container in the back corner facing a large open area. Need I say more?



***Picnic lunch at A Street Park in Taft***

We packed up and headed out a little before 1pm, continuing northwest on Hwy 33. Just before McKittrick, we turned on Hwy 58 heading west. As we headed over the hills, we broke up into several smaller groups. The road over the hills was twisty and had many beautiful Live oaks and plenty of California Gold grasses. The lead group stopped at Wilson Corner, which was nothing more than a large non-descript turnout that would fit all our cars. It was warm, so we sought shade on the other side of the road while others found some wonderful bushes that provided some privacy.

At Wilson Corner, we turned off Hwy 58 on La Panza Rd. and after a short distance, crossed Hwy 41. None of us realized it at the time, but we would cross that same intersection on Hwy 41 on our last day heading home.

We wound our way into Paso Robles, stopping for fuel before arriving at the Paso Robles Inn at about 3pm. We were on the road a little over 6 hours (including all our stops) and drove 186 miles. The hotel was right in the heart of Old Town and it was a great hotel. After everyone got checked in and settled, we started Happy Houring.

Pam and I headed across the park (5 minute walk) to a deli to pick up lunch for tomorrow. We then met Ron and headed to Justin Winery's downtown tasting room (another 5 minute walk) and enjoyed a (generous pour) flight of their fabulous wines. Most everyone else gathered around the pool and shared wine and cocktails. We joined up with them when we were done at Justin's.



***Happy hour by the pool at the Paso Robles Inn***

We knew dinners would be different as well. Several people had made reservations at The Steakhouse which was part of the Inn. We ended up with two larger groups, and several smaller ones. The servers were great and the food delicious. The company was pretty good too.

After a long day and a big dinner, we were all off to the comfort of our rooms for a good night's sleep.



## Day 2 – Wednesday, September 23rd

Our plan each day was to meet in the parking lot at 8am with stomachs and fuel tanks full, review our day's itinerary, then checkout after one last potty visit, and depart by 8:30. And that's exactly how it happened this morning.

We turned left on Spring St., then left on Nacimiento Lake Dr. More beautiful twisty roads as we crossed over the dam on Lake Nacimiento. We turned left on Interlake Rd. and continued northwest as climbed up to a ridge between Lake Nacimiento and Lake San Antonio. We jogged left in Lockwood, then right in Jolon, before coming to Hwy 101.

Our plan was to have a regroup/restroom stop at San Lorenzo County Park in King City, but not only were the restrooms closed, but the park was too! Fortunately, there was a long side road heading to the park where we could all pull over, and a gas station and restaurant nearby where we could relieve our bladders.

We jumped on Hwy 101 for about 3 miles, then exited on Central Ave. Enough of that freeway nonsense! We headed across The Green Bridge as we continued our northerly travels. Some of you might remember the green bridges that crossed the Santa Clara River heading into Fillmore on Hwy 23 coming from Moorpark. Well, this Green Bridge is a shorter, narrower (single lane narrow) version.

As we came upon Mission Soledad, I thought even though I knew the mission was closed, maybe we'll just pull into the parking lot to take a look from the outside. Nope. There was a gate across the entrance, so on we went.

We continued on, paralleling Hwy 101 going thru rural farmland areas until we got to Hwy 68. We passed several groups of farm workers who all stopped what they were doing to wave as our merry troupe passed. Along the way, we heard from the SAG Wagon that Kenn and Dorothy stopped because they were hungry, so they fell behind the rest of the group. We had a long traffic delay as we approached Hwy 68, so we all shut our engines off while we waited.

When we finally got to Hwy 68, we headed towards Monterey. After getting gas, we regrouped at Laguna Grande Regional Park for lunch. Like the day before, we found some shade and set up our chairs. After lunch, several of us too a walk around the Laguna, and found an OPEN restroom. Miracles never cease!



***Cars lined up at Laguna Grande Regional Park in Monterey. Ron and Julie too!***

Our afternoon drive was easy. We jumped on Hwy 1, which was right next to the park, and headed north. Santa Cruz was our biggest challenge as we had to pay attention to the turns to be sure we stayed on Hwy 1, but after that, it was clear sailing up the Coast Highway to Half Moon Bay.

We passed our hotel to get gas, then came back and checked in. Our daughter and son-in-law (Sara and Tyler) drove down from San Francisco to say hi and join us for dinner. After settling in, several of us took a walk to the bluffs overlooking the ocean. It was a great walk with wonderful views.

The hotel was a Best Western, and when we booked the hotel, it was called The Cameron's Inn. When we arrived at what Google Maps told us was the right place, it was called The Aristocrat. Apparently, Cameron's Inn wasn't "upscale" enough. The reason we picked this hotel was that there was an English Pub onsite complete with a red double-decker bus.



***British Double Decker bus at Cameron's Pub in Half Moon Bay***

We had checked with the proprietor to see if he could handle our group of 27 people, and he said it would be no problem. He was right. They had set up a large open-sided tent in the parking lot with room for about 40 people. We got there early and quickly took that over while we enjoyed some pints.

There was one waitress serving our whole group, so things weren't very speedy, but we didn't care as we had nowhere else to go. After everyone ordered, we did our traditional Mille raffle opportunity drawing. And Julie was with us so it was officially "Julie-Time"! We had some great prizes this year – everything from nice bottles of wine to Mille regalia, and even a beautiful embroidered CCBC duffle bag from Lisa at Custom Embroidery in Ventura (she's where we get our Mille polos and offers other embroidered club regalia).



***Julie Time!!***

After the opportunity drawing, Kenn had a story to tell. Remember I said he and Dorothy stopped because they were hungry? Well, apparently his Spitfire started sputtering and was down on power. He pulled over to investigate. A few minutes later, John and Jean pulled over in the SAG Wagon to see if everything was alright. Kenn said he was having fuel starvation. Over the running cars, what John and Jean heard was “food... starvation”.

They knew Kenn had stopped the day before to rest his eyes as they were bothering him, so they thought he just needed another short break. As you can imagine, Kenn was surprised when they drove away. Fortunately, there was a very helpful farm worker nearby who took Kenn to an auto parts store where he bought an electric fuel pump, which he installed, bypassing his mechanical fuel pump and was back in action. Of course, by then he was several hours behind the rest of us. Needless to say, in hindsight, we all had a good laugh about that.

While we enjoyed a good dinner with several more pints, we watched the fog roll in. People scrambled to get tops up and/or car covers on in an attempt to keep our LBC's dry. After dinner and another long day (7 hours and 220 miles), we were all ready for a good night's sleep. But apparently, someone in the hotel had other plans.

At 10pm, just as our lights were getting turned off, the fire alarm went off. We got out of bed, got dressed and grabbed a few valuables and headed out into the hall. Just then the alarm turned off. Several of our rooms were together, so we were all in the hall looking at each other when the elevator opened and someone got out and said it was a false alarm. I went down to the lobby where there were several firemen talking to the night manager and a fire truck outside. They were saying something about someone smoking in their non-smoking room. We all wondered what they were smoking???

### **Day 3 – Thursday, September 24<sup>th</sup>**

This was a shorter day, so everyone voted to get up and leave a half hour later. Another reason for leaving later was Sara was going to drive to the other side of the Golden Gate Bridge with my DSLR and big telephoto lens and photograph us crossing. But since she had a work meeting that didn't end until 9:30am, she needed a little more time to get there and get set-up before we arrived.

Remember how I said it was foggy the night before? Well, it still was – heavy fog too. Someone bought some Rain-X that several of us borrowed to try to keep the fog drip off our windshield. God knows we couldn't count on those flimsy windscreen wipers and Lucas electrics to keep them cleared.

We continued up Hwy 1 thru Pacifica and exiting at Skyline Blvd. Now the mayor had the bright idea of closing a bunch of streets in San Francisco to make them walkways so people had more space to get out and walk while social distancing. Unfortunately, he chose the Great Hwy as one of those streets. That meant we had to detour away from the coast, then cut thru Golden Gate Park.

Sara had done some restroom sleuthing for us and learned that the restrooms at Lands End Lookout (our planned regroup stop) were closed, but that the Chain of Lakes restrooms in Golden Gate Park were open and there was plenty of easy parking there. So most of us stopped there before continuing the final 5 minutes to Lands End Lookout.

We picked Lands End Lookout for our regroup stop as it has a large parking lot and some great views looking down on the Sutro Baths site when it's clear. It wasn't. Couldn't see a thing. Still, we had fun taking photos of the cars all lined up in the empty parking lot while we waited for the text from Sara telling us she was ready. It finally came and we were off to cross the bridge.





***Shrouded in fog at Lands End in San Francisco. It really is a great view. Trust me.***

Guess what? It was foggy. Really foggy. We couldn't even come close to seeing the top of the bridge and could barely see 10 cars in front of us. There's a vista point just on the other side of the bridge where Sara was taking photos. She said it was sunny there, but she could only see the very end of the bridge. The plan was to drive slowly so she could get photos. We broke out of the fog at the very end, but because of construction and guard rails, and our cars being so short, you could only see our heads. Oh well, we gave it the old college try.

We all pulled into the vista point, in the sun, looking back at the bridge disappearing into the fog. But the restrooms were open! After a short break, we continued our journey north. We were on the 101 for only a few miles before exiting on Hwy 1. It was a beautiful twisty stretch heading back to the coast just above Muir Beach, then north a short ways to Stinson Beach which was our lunch stop.

We parked all the way in the back of the parking lot which was right next to a nice grassy area with some shade trees – perfect for our picnic. After we ate, many took a short walk on the beach. Others found an ice cream shack right on the beach and enjoyed a “cold one”. After an hour and fifteen minute stop, we packed up and headed out.

We continued north on Hwy 1 towards Point Reyes. We drove along the eastern edge of Tomales Bay where we could look across to Point Reyes National Seashore. There were many small towns with lots of oyster shacks along the way.

We headed inland a bit, then back thru Bodega Bay (we didn't see Alfred Hitchcock or any angry birds!) before arriving at Goat Rock State Beach. There were just enough parking spaces (if you count our double and back-to-back parking) for us, and another open restroom. We've hit the restroom jackpot so far today. Goat Rock State Beach is where the Russian River spills into the Pacific. There were some large rock outcroppings (maybe one of them looks like a goat?) and fantastic coastal views.

***Driving up from Goat Rock State Beach***



It was getting late, and we needed to get on our way. Just after crossing the Russian River on Hwy 1, we turned right heading east on Hwy 116 towards Guerneville. This was a pretty drive on (you guessed it) twisty roads thru towering redwoods. We came out just north of Santa Rosa and crossed Hwy 101 and continued east to Hwy 128 in Calistoga. We headed southeast on Hwy 128 with only a short distance to St. Helena, but knowing there would be a lot of traffic, we decided on a back road. So we jogged left and took Silverado Trail, then turned at the Pope Street Bridge and into St. Helena.

After a quick refuel stop, we arrived at the El Bonita Hotel just before 5pm. Even though the mileage for the day wasn't that much (168 miles), we were on the road for 8 hours. Of course, that included many stops along the way.

*The El Bonita Hotel – a vintage car under a vintage sign*



The hotel was very nice, both in amenities and location. Many of us walked  $\frac{3}{4}$  mile to a place called Gott's Roadside for dinner. It was a hamburger joint, but not your fast-food variety. The burgers were delicious as were the onion rings. They served beer and wine, and best of all, they had soft-serve chocolate dipped ice cream for dessert! They also had a large outdoor dining area out back with lots of picnic tables. It was good to have the walk back to the hotel after dinner!

The hotel had a small lawn area with a patio and fire pit. Guess where we all ended up after dinner? We took it over along with every chair to be found. Needless to say, there was some wine consumed as we socialized around the fire.

*Joel, Martin and Neal hanging out enjoying a glass of wine*





## Day 4 – Friday, September 25th

Back to our normal routine – meet at 8am, depart at 8:30. The hotel had a small continental breakfast which several of us took advantage of before departing. We headed back to Silverado Trail and continued south thru Napa before turning east on Hwy 12. We had to jump on I-80 for a few miles before exiting and continuing was on Hwy 12.

*Group shot before heading out. We got good use of that fire pit the evening before!*



It was fairly boring, non-descript driving thru flat open spaces, but at least after getting off I-80, the traffic was light. We crossed the Sacramento River on a large drawbridge, and on the other side stopped at Delta Farmer's Market for a regroup and restroom break. It was closed. But it was 9:45 and it opened at 10, so we hung around. One of the gals getting ready to open up handed us a restroom key so at least we could get that out of the way!

After purchasing a few goodies, we were on our way again. We headed north on Hwy 160 which followed right along the Sacramento River. It was a pretty drive, and at one point, we had to stop for 10 minutes for construction. We crossed the river several times on drawbridges and finally turned east in the town of Hood.



*Jon and Claudia crossing the river. I hope that humongous concrete counterweight stays put!*



Shortly after, we crossed over Hwy 5, then Hwy 99, watching humanity stream by. We passed south of Sacramento and angled northeast until turning right on Hwy 16. Now we were getting back out into the country again. Hwy 16 turned into Hwy 49 as we entered the foothills of the Sierra. We passed thru Drytown and Amador City before coming into Sutter Creek.



***Driving thru Sutter Creek on the way to Minnie Provis Park for lunch***

We stopped at a small town park called Minnie Provis Park where we enjoyed our picnic lunch under some shade trees. After lunch, several of us walked thru the old mining town and got ice cream cones for the walk back.

The afternoon drive was all on Hwy 49 as we twisted southeast towards Mariposa. We passed thru many small towns as we drove thru the hilly farm country. We crossed on a bridge an arm of New Melones Lake, gassed up in Jamestown, then crossed on another bridge an arm of Don Pedro Reservoir. We twisted up and over thru Coulterville and finally down into Mariposa around 4pm.

Being a last minute change, we didn't have a lot of hotel choices. We all got reservations at The Quality Inn on the far side of town. The manager told us we were the first as they had just opened up from the Creek Fire. They weren't closed because of fire danger, but because of smoke. Other than a smokey smell in our rooms (which aired out quickly), there was fortunately no sign of smoke in the air.

A group of us took over a balcony for a little pre-dinner happy hour. Several others took off on foot exploring the town. Those on the 2018 Mille will remember Mariposa as it is the place we spent several hours getting Mike Miller's (RIP) Jaguar torsion bar suspension repaired. Thanks Lou's Speedie Lube!

We broke up into several groups for dinner. One group went to The Pizza Factory. Another went to a nice steakhouse. Pam and I went to a cozy Mexican joint and ate outside on the front porch while listening to a live country western band at a place next door. It made for nice background music. After everyone got back from dinner, we took over the parking lot with our chairs and several bottles of wine and flasks of whiskey. Fortunately, other than one other couple, we were the only ones at the hotel.



***After dinner drinks in the hotel parking lot***

It was a good day and good drive, covering 233 miles in 7½ hours. Of course, after all the fresh air and socializing (that means drinking in case you were wondering), we were all ready to hit the sack.

**Day 5 – Saturday, September 26th**

Since the hotel only offered a grab-n-go breakfast bag, and we'd noticed a donut shop in town from our exploration the evening before, Mike, Sandra, Ron, Pam and I headed there at 7am. I was all set to get a donut, but saw they had fresh breakfast sandwiches (think Egg McMuffin, but way better), so I got that instead. We got back and met at 8am for our morning debrief and were checked out and on the road by 8:30.

As we climbed out of town on Hwy 49, we got into the smoke. It wasn't bad bad, but it was bad enough. Several people used their COVID masks to help keep out any particulates. We wound up and down thru the foothills and ended up in Oakhurst, where we turned south on Hwy 41 towards Fresno.

After passing thru Coarsegold, we stopped at a Chevron station to refuel. While we were gathering after refueling, I noticed a small puddle under Martin's radiator. Upon further inspection, it looked like his lower radiator hose clamp wasn't on all the way. Instead of loosening it to reposition it, we decided to just add a second hose clamp behind it, and that solved the problem. I wish all roadside repairs were that quick and easy.



**Fixing Martin's small coolant leak. Thank goodness for the SAG wagon!**



We headed out a little after 10am and as we turned off Hwy 41 on N. Fork Rd., Jon and Claudia waved good-bye. They weren't completely comfortable spending the night at an Indian Casino and decided to head straight home from Mariposa. We zigged and zagged on several side roads before crossing the San Joaquin River as it came out of Millerton Reservoir.

We continued east before merging with Hwy 168 and veering south. We were only on Hwy 168 a short time as we didn't want to go into Clovis or Fresno. We worked our way south and east as we made lots of left, then right turns winding down thru orange grove country. Those who went on our first Mille would recognize this stretch as we wound thru Orange Cove and Exeter before coming into Lindsey. We refueled before heading to our lunch stop at the Orange Works Café. We discovered this gem on our first Mille also, and since we were in the neighborhood, we couldn't resist another stop.



**Twisty back roads.  
Hi Kenn!**



Since we were only an hour from the hotel, a number of people decided to continue on instead of waiting in line to order. But Mike & Gina, Gerald, Ron & Julie, Pam & Jack, Martin & Glen, Ron and us stayed and enjoyed fresh sandwiches and those delicious orange shakes and smoothies. There wasn't a restroom there, but fortunately there were lots of orange trees. Some of them got a little extra watering that day.

After lunch, we headed due west crossing Hwy 99 (again) as we headed towards Paige, where we made a jog before continuing west. Just a few miles before the hotel, while on Kansas Ave. in (the town?) of Guernsey, we came across a R/R crossing with the gates down and several trains jockeying for position. One was over the crossing and after the other cleared, a third came along. Not wanting to wait for this slow dance, we zipped up 10<sup>th</sup> St. with Ron in tow, heading north while watching each road we came across to see if the R/R crossing was clear. After several miles, we found one and headed west again. In the end, I'm not sure we saved any time, but at least we were moving instead of sitting.

We got to the Tachi Palace Resort and Casino at about 3pm, after 6½ hours on the road and covering 206 miles. We could tell right off this would be a different hotel experience. Being that there was also a casino, they were very strict on where we could park, along with entering and exiting the hotel. That was OK, but it was a bit of a walk to get all our luggage into the hotel.

Pam and I splurged on our room. We had a two-story room on the top floor with a bar, bathroom and living room downstairs, and the bedroom with a large bathroom with shower and Jacuzzi tub in the upstairs loft. After getting settled in, we headed downstairs to find the rest of the group who got there early. They were in an outside bar area enjoying drinks. But they told us you could only order drinks if you also bought food, and then you were limited to 2 drinks which you had to order within the hour. Wow. Too strict and complicated for us!

We wandered around the premises, exploring a bit before heading up to the room to shower. Since we had a large room, we invited folks over for happy hour. Mike & Gina, Gerald, Kenn & Dorothy, and Ron joined us while we watched Formula 1 qualifying in the background. Since you could only order takeout from the Coyote Grill, the guys all went down to order dinner to take back to the room. While it was a bit inconvenient, I'll admit they were pretty efficient. And the ribeye I got was pretty tasty! After dinner, Terry & Dave, and Ron & Julie joined us for after dinner drinks. While several of us knew each other pretty well, there were others who didn't, so it was great getting to know folks better. That's one of the treats of trips like this – meeting and making new friends.

We must all be getting old, because by 8:30, we were all ready for bed. It was nice to hit the sack early and enjoy a good night's sleep on our last night.

### **Day 6 – Sunday, September 27th**

Well, our final day. A little bittersweet. It had been such a great trip so far and we didn't want it to end, but we had been on the road for quite a few days and there was also that little bit of wanting to get back home.

During the morning debrief, we discussed several lunch options. Our plan had been to stop in Buellton for lunch at the Firestone Taproom. But as we talked about this, it became obvious that once people got there, knowing it would likely take a while to get served, and it being only an hour from home, we scrapped that idea and decided everyone would be on their own for lunch. We decided our morning regroup stop would be our final group get-together.

We left the hotel at 8:35 and headed west on Jersey Ave. for a few miles before picking up Hwy 41 south. It was another fairly non-descript piece of highway bordering the western edge of the San Joaquin Valley. We went thru Kettleman City and crossed under Hwy 5. Shortly after, at the intersection of Hwy 33, we stopped at Reef Station for fuel. When we were all done, we counted cars and realized we were missing – Jack and Pam. After a few texts, we figured they were ahead of us and would meet us at the Shandon Rest Area. So off we went.

We passed thru the famous Hwy 41/46 intersection where James Dean was killed in his Porsche 550 Spyder back in 1955. When we got to the rest area, Jack and Pam were parked in the center median. That's when we realized the rest area was closed, so we motored on.

A few miles later, we turned left, staying on Hwy 41, which was much more rural (and pleasurable) at that point. We headed south thru farmland and just before the turn on Webster Rd., we found a large pull-out. We all pulled over and said our final goodbyes, even though we continued on as a group for a bit longer.



***Last group photo before heading down Webster Rd. to the 101 and home...***

Many of you will remember Webster Rd. We drove it north on our first Mille, then again on the Wine Tour a couple of years ago, but this was our first time driving south. It is arguably one of the prettiest twisty roads there is. Everyone enjoyed the sweeping turns thru farmland, then woodlands. We came out on Hwy 58 just east of Santa Margarita and Hwy 101.

We headed over Cuesta Grade and down into San Luis Obispo. This is where the group started to split up as everyone knew the way home and wanted to drive at their own speed. Pam and I decided to follow our planned route which had us exit on Hwy 1 in Pismo Beach. Terry and Dave, and Gerald followed us while everyone else moseyed on down the (101) highway.

We drove thru Pismo, then Oceano and Guadalupe, got onto Hwy 135 into Los Alamos and back to the 101. When we got to the San Marcos Pass exit, Dave and Terry followed us while Gerald continued on Hwy 101. We stopped at Artiste and Sunstone Wineries for wine club pick-ups, then headed up over San Marcos Pass. We hadn't eaten lunch yet, so we pulled into the Lake Cachuma Vista Point near the summit, set up our chairs and enjoyed a lunch of cheese, summer sausage and crackers.

We were now ready to get home too, so down the grade into Santa Barbara and back on the 101. We thought traffic thru Santa Barbara would be bad on a Sunday afternoon, but it was actually very light. It was as we entered Ventura that it got heavy. We decided to get off on Hwy 126 and head home the back way. We waved good-bye to Terry and Dave as they turned off towards their house.

We got home at about 3:15pm, had the car unpacked and most stuff put away in time for a late afternoon Jacuzzi. We travelled 262 miles today (those in Ventura about 245 miles) in 6:15 hours. In all, we covered over 1,250 miles.

## Last page of the Mille



### Postscript

Another Mille in the books. This one was by far the most challenging, but the group showed great flexibility with the last minute changes, and with dealing with COVID. And everyone stayed safe.

Everyone loved the trip and the route. Getting out and doing something normal felt great too. And everyone did a great job prepping their cars because 12 LBC's completed over 15,000 miles with only a couple minor issues.

One thing that turned out way better than expected was our picnic lunches. Everyone agreed we needed to do lots more of those on future Milles. Another suggestion was to have the next Mille in the spring when it might be a bit cooler and greener. We'll have to avoid high elevation mountain passes, but Neal and I already have a few ideas up our sleeves. So get ready for the next Mille in the spring of 2022!

## UPCOMING CCBCC CAR EVENTS



**Saturday, Nov. 14, 9:00 am** Club Rally, see **page. 18**

**Saturday, Dec. 5** Christmas Drive thru. Details coming. Please hold the date on your calendar. Rain date is Dec. 12. This will be a fun event with all participants winning a prize. See **page 25**

### Support our advertisers



#### Limited Edition Fine Art Prints

sportscarart.com

802 . 558 . 9769

Over 100 makes/models to choose from, available in all factory exterior and interior colors including a selection of period accessories with which you can further customize your print.

AC Cobra • Austin-Healey  
Corvette • Jaguar • MG  
Morgan • Sunbeam • Triumph  
Race and Specialty





We have another exciting event to announce. On **Saturday November 14th** we will be having a club Rally. We had the idea for a Rally because Joel and Neal ran into one of the original members of the club. This was back when it was a Triumph club. He passed on a whole bunch of paperwork he had from the early days of the club. This included details about lots of old events that the club would put on. We noticed that the club used to hold Rallyes and thought this was a fun idea.

We will meet up at the Camarillo Park-N-Ride just off the Los Posas exit @ 9:00 am for a 9:30 departure. The Park-N-Ride is just off the south bound exit on the shopping center side of the freeway. We need a half hour so we can go over the details, pass out some paperwork, and draw starting positions.

We have a very nice route all mapped out with lots of twisty roads. Before departure you will be given a list of over 50 questions about points along the route. The route will take about two hours to drive. We will stagger the start times by one or two minutes so everyone does not leave at the same time. Because you will be writing down answers to the questions it is best if you have a navigator along with you.

At the end of the route we will end up at Ventura Harbor. We will award first and second place trophies based on your answers to the questions and your time. At the harbor there is a grassy area set up for picnicking. If you are comfortable sticking around we can socially distance and set up our chairs for a picnic. There are lots of places to get food at the Harbor or you can bring your own picnic.

To keep everyone safe please wear a mask when we meet up in the morning and follow the social distancing protocols.

Please let Michael Gustafson [mikegus999@gmail.com](mailto:mikegus999@gmail.com), know if you will be attending by **Wednesday November 11th**.

## *How I Spent My COVID Staycation*

Last newsletter Mike Gustafson showed off his beautiful backyard, BBQ area, Swing and stairs. This month he finished the whole area off with a fountain.



**For those of you unable to attend the CCBCC car Rally  
This is the same day**



VENTURA DOWNTOWN LIONS PRESENTS



# VETERANS CHARITY ALL MAKES CAR TOUR

## SCENIC TOUR THRU VENTURA

**\$25 donation pre entry fee. Tour will start at O'Leary's Pub and includes a cruise through the Ventura County Veterans Home and ends with an optional \$10 VDLC BBQ.**

## RIDE ALONG OPTION

**Don't have a classic car. A \$20 donation will allow you to be a passenger. Space is limited.**

**NOV 14,  
2020**

**10 AM REGISTRATION  
11 AM TOUR STARTS**

Go to [www.venturalionsevents.org](http://www.venturalionsevents.org) to register and prepay  
Or for more information contact Ed Rogoff (805) 279-8424





DELIVERING QUALITY  
SINCE 1948

We take pride in being fussy. Take our Classic Gold brake shoes for example. Before being called Classic Gold, we improved the original stock design, then had them manufactured, inspected, trial fitted and tested on the road. Accept nothing less than the best. We don't.

# THIS IS WHO WE ARE



David Williams  
R & D Shop Supervisor ASE Master Technician  
*Moss employee since 2005*

David Aidnik  
Chief Engineer  
*Moss employee since 2013*

Mike Vickers  
Product Quality Assurance Supervisor  
*Moss employee since 1986*

SAME DAY SHIPPING

FREE CATALOGS

TECH SUPPORT

EAST & WEST COAST WAREHOUSES



800-667-7872  
**MossMotors.com**



**XK's UNLIMITED**

email: [shop@xks.com](mailto:shop@xks.com)

Specialized Restoration Of All Classic American, European, and British Sports Cars From The 1950s-1960s-1970s



**assembly & machine shop**  
**complete body shop**  
**upholstery & trim shop**  
**component restoration**

**expert mechanics**  
**trained technicians**  
**all phases of restoration**  
**excellence since 1973**

850 Fiero Lane — San Luis Obispo, California —  
805-594-1585 — [www.xksmotorsport.com](http://www.xksmotorsport.com)



## ***New Members & Our Members in the News***



Mark Miller  
1958 MGA  
Ventura  
#128

Stephen Karoli  
1960 Austin Healey 3000 MK1 BN7  
Camarillo  
#129

---

Joel sent this info to all the members via e-mail and asked this question:

Those of you who've been to the Malamut Museum may recognize this car. It was parked in the "garage" in the corner of the side room. But the question is do you recognize the driver in the driving video? All you get is a back-of-the-head view and a little bit of his face in the rear-view mirror. I'll have Terry post the answer in the next newsletter.

The answer is Patrick Redd, our webmaster.

---

Vintage Triumph Register had a photo contest and Martins photo of his TR6 won 2nd place



## ***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. Please send me yours and I will publish it in upcoming newsletters.

Thanks to Chris Vujea for the suggestion.



# For Sale



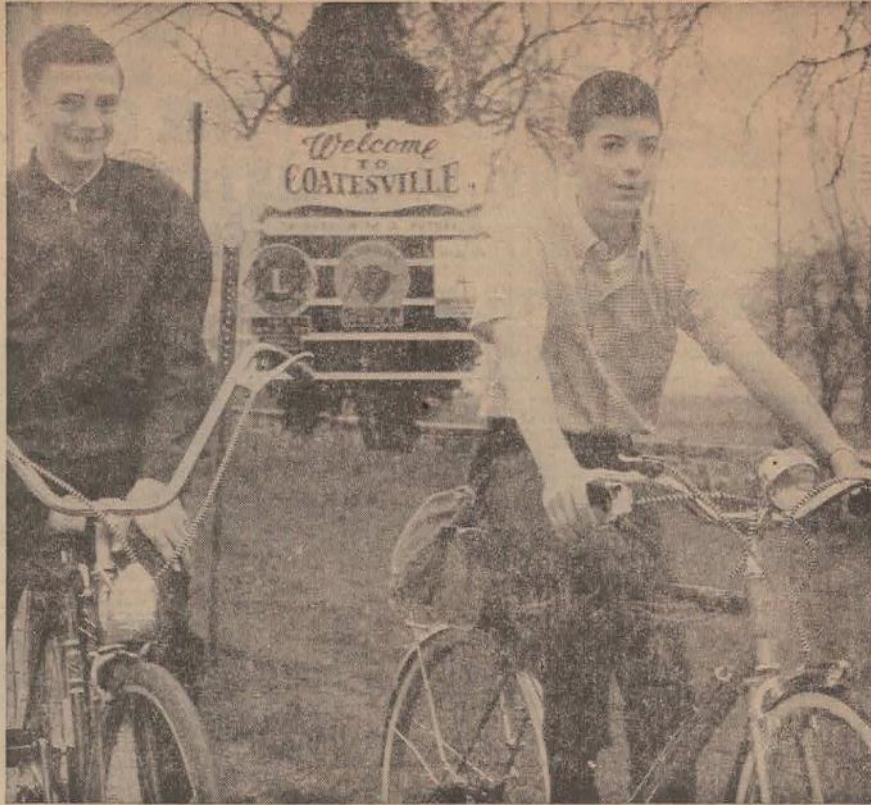
**For sale: 1964 Austin Healey Sprite (SUPERCHARGED) \$18,000 OBO**  
Call/Text Sean 805-910-8957 or [smmorreale@roadrunner.com](mailto:smmorreale@roadrunner.com)

- Chassis number / VIN: 64HAN7L36839
- Owner for almost 6 years
- Miles (or kilometers): 23895 unknown what actual miles are. I have put less than 2500 miles on during my ownership.
- 4 speed transmission
- Current issues/observations: Rear spring assembly looks a little tired. Rebound straps at rear end could use being replaced. Minor leak evident near transmission. The Holley fuel pressure regulator has a small leak (a replacement unit has been ordered by current owner).
- No rust evident / unknown
- Fairly extensive records: parts and service receipts, documented in a folder in current owner's possession.
- Various work has been done by current owner, during the almost 6 years of ownership. The vehicle is in particularly good condition - showing pride of ownership.
- Rare Austin Healey Sprite MK II 1/2. 1 of 752 built in 1964 with disc brakes, but before exterior door handles. Moss Motors supercharger. Has 14 leaf 1/4 elliptic rear springs. Mini spares 1.5 roller rocker arms. Kent cam. Lucas sport ignition coil. Pertronix electronic ignition. Weber 36/32 carb. SU electric fuel pump. 3 into 1 exhaust header. Flowmaster muffler. Cooper S water pump pulley. 6 blade yellow fan. Quick release fuel filler door. H4 halogen lamps. KN Minilites. Mona Lita steering wheel. Heim jointed alloy rear trailing arms. Competition rear axles/rear brake shoes. Braided stainless brake lines. Timken front needle wheel bearings. Brembo front brake rotors. European turn indicator lenses (amber). Competition front coil springs... and more! Also included: Top, side curtains, original wheels, hubcaps, and all receipts.





# They're Off!



READY FOR THEIR 100-MILE BICYCLE TRIP, Martin Keller (left), of 196 Harlan Drive, and Martin Allen, of Lake View Drive, both from Coatesville, begin the first leg of their weekend journey Saturday morning. The Martin lads traveled from Coatesville to Valley Forge, crossed the Schuylkill River at Port Kennedy and cycled on to Fort Washington, where they spent the night. They returned by the same route Sunday and arrived tired but happy in Coatesville at 5 p.m. The boys share more than the same first name and the desire to take long bicycle trips. Both Martins will be 15 years old on September 13.

Marty's birthday was Sunday 9-13, and his friend Marty Allen (we signed him up as a member in 2018) who's birthday is the same day, sent him this article from when they were 15 and went on their first 100-mile road trip!

I doubt many parents today would let their 15-year olds ride their bicycles alone on a trip like that...those were the days.



Copyright homemade-peacehood.com

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





**Please Support our advertisers**



**JOHNSTON MOTORSPORTS**  
www.johnston-motorsports.com

New and Used Auto Broker  
Buy and Sell Collector Cars  
Consignment Sales  
Indoor Storage Services



3555 Old Conejo Rd. Thousand Oaks  
Phone: 805-262-8000

05AT22T

# Barlow Insurance

Quality Collector Car Insurance *Since 1971*

**JONATHAN BARLOW**

Lic#CA0774014

800-558-7772 • 951-279-4002 • Fax 951-279-8502

P.O. Box 77788 • Corona, CA 92877-0126

barlowjb@pacbell.net

Please Visit our Website at

**www.BarlowInsurance.net**

## Atomic Motors

704 W Sunset Rd, Ste B1  
Henderson, NV 89011  
Office: (702) 826-3811  
www.atomicmotors.net

**Bill Biler**

Cell: (702) 556-0888  
bill@atomicmotors.net

3 Classic Car Showrooms  
17 Restoration Bays  
Machine Shop  
Upholstery Shop  
Electrical, Mechanical & Suspension  
Parts Department  
Detail Center  
Steam Cleaning & Pressure Washing

All in one location just 20 minutes from  
the fabulous Las Vegas Strip!



Classic Car & Motorcycle Restoration & Sales



Weddings, Proms  
Special Events  
A Night Out on the Town

Chauffeured, upscale London Taxis, at your  
service! Call now for more information or to  
book your ride.

**DISTINCTIVE CARRIAGE**

(805) 419.9883

www.distinctivecarriage.com



# Holiday Drive-Thru & Picnic

When: Saturday, 12/5  
from 11am to 2pm  
(12/12 rain date)

Where: Channel Islands Harbor Park  
(CCBCC car show place)



I'm sure you've all heard or figured out our Holiday Brunch at the Four Points Sheraton has been cancelled this year for COVID reasons. But we've come up with an alternate plan that involves two options.

The first option is a drive thru. Basically, you come by in your car (British preferably) between 11am and 2pm. You (and your passenger) wear a mask and stop at the table. You'll get a bag of Holiday goodies and get a chance to say hi to some of the club members you probably haven't seen in a while. Some people will have a "special object" in their bag. If you're one of them, you'll get to choose from several prizes (kind of like our holiday brunch opportunity drawing). Then, if you're uncomfortable being in groups, we'll wish you a happy holidays as you drive off.

On the other hand, if you're comfortable being in groups, you can park your car and join us on the grass for a socially distanced picnic lunch. You'll need to bring your own lunch, beverages and chairs, and are welcome to hang out for as long as you'd like.

We'll send out a few more details just prior the event, so watch your email. We can't wait to see your car that we haven't seen in quite a while. And you too!!



## **MY LIFE BEFORE THE CCBCC BY RON ROOT**

I was born in Los Angeles, California in 1947 where we lived for the first five years of my life. My father, Chet Root, had a race horse farm, Robin Hill Farms, in the San Fernando Valley, and my mother was an actress. We would spend a lot of time at Santa Anita, Del Mar and Caliente. We owned the only horse to ever beat Seabiscuit, Stagehand.

In 1952 we moved to a small town in north San Diego county, Rancho Santa Fe. I attended Rancho Santa Fe elementary school, and for 7th through 9th grades went to San Diego military academy and La Jolla country day school. My sister Robin was stuck at Bishops school for 6 years, an all girl school, so upon graduation, they were fired up and ready to marry anyone.

I pleaded and begged to go to public school, San Dieguito Union High School in Encinitas, California. It was a great school and experience and a lot more fun being around girls than marching with other guys in uniform.

I went on to Palomar Jr. College in San Marcos, California, but the Vietnam war was in full swing and I had a very low number in the lottery and decided to seal my fate. I tried the Coast Guard, (full) the National Guard (full), and every other easy way out, but I guess everyone else had the same idea. I finally went to the Seabees. When I mentioned Vietnam, they sounded like they had never heard of it! That's for me.

In 1966 came boot camp in San Diego, Camp Pendleton in Oceanside and San Point Naval Air in Seattle. 1967 was "a" school training in Port Hueneme. The great choices for training in a desired field quickly evaporated to first, steel worker and then builder. So builder it was. The base was so full, they put us up at Point Magu and ran us back and forth by bus.

December 13, 1967 we got a free flight to Da Nang, Vietnam. They put us up in a camp, where after flying for many hours, we were lucky enough to fill sand bags before we could hit the rack. Things weren't looking good.

The following morning, we were flown to Dong Ha in the northern I core. Dong Ha was our main base, but we were sent to where we were needed. I was sent to Quang Tri, Cua Viet and other tropical paradise spots. In Cua Viet, we were 3 miles from the DMZ (de militarized zone)

After my wonderful vacation, I returned to San Diego, but couldn't tell my family we were arriving at Norton Air Force base, due to concerns of demonstrations.

Once home, I tried several jobs, car salesman, finance officer and selling cash registers and adding machines. My uncle told me to try Japanese car companies in LA. After trying Toyota, Mazda, etc and seeing my applications headed to the round file, I went to Honda. I wasn't overly excited and being burned out to the whole thing, I pushed to take any test and meet who was hiring. Luckily I got the position, which was a great job and experience. When asked where I should live, they suggested the middle of my territory, Fresno! After several weeks, I upgraded to Bakersfield! After finally getting to know the area, I borrowed a van from Barber Ford and moved to Ventura in late 1973.

I worked at Honda for 17 years, when they came up with a buy out plan. The choice being if I stayed, I would have to agree to move every two years. I knew I'd be shortly going to Wisconsin. (not).

Being a single man in Ventura and not working in the area, it was extremely hard to meet friends. I joined Ventura County Corvette Club where I met many good friends that I have to this day. We were very active and did a lot of slalom races.

While working for Honda and with lots of free time, I started dabbling in buying, fixing up and selling mid year corvettes (1963-1967) in my spare time. I did this at a great time and bought and sold well over 200 corvettes. It was a great hobby, business and in turn, met a lot of great people along the way.

## ***Ron Root's life before CCBCC***

It was still hard to meet women doing what I did, my hairdresser had a customer with a daughter who she wanted set up with someone. That would be me. She gave me Julie's phone number, so I called that night. She said, she doesn't dress up, was short and not into the girly thing, so I said do you want to go out? I think she figured after her dissertation, I would hang up. When I arrived at her condo, she met me at the door and walked me down the hall. There were pictures of every country western singer ever, which I named the hall of shame. I'm not a country western aficionado. We ate at the charhouse, which in my single days was my kitchen. It was a fun time and we got along great.

We were married 11 months later on the beach in Kaanapoli, Maui. We had an Hawaiian minister and celebrated with Mai tai's.

We've traveled a lot by air, ship and old car trips. After 23 years, I guess it's going to work. I do check the lemonade for the taste and smell of anti freeze.

Being a car nut, I've been lucky enough to drive the Mille Millia in Italy twice and of course ours twice. We went to Scottsdale every January and Carmel every August. Now it costs an arm and a leg to do either.

Ron had this great idea to find out some more about our fellow club members. He suggested I try to have one "Life before CCBCC" person per newsletter. So please send me what you would like the other members to know about you, a little history, maybe a picture of yourself and one of your cars.





## ***Elections for Board Members coming up***

Because of covid we will not be doing our traditional Holiday party. We do have an alternate event being planned. More to follow on this in a later and in an e-mail. Anyway, each year at our holiday party we vote for club board members. This year we will do this differently. In late November I will send out an email detailing how the voting process will work.

If you are interested in running for any of the open positions please let me know by November 15th. If you would like to get more involved with the club this is a perfect way to do it.

Positions that are open:

President (Michael Gustafson)  
Vice President (Dave Reid)  
Treasurer (Chris Vujea)  
Recorder (Martin Keller)  
Membership (Pam Justin)  
Newsletter (Terry Schuller)  
Advertising (Allen Merriam)  
Webmaster (Patrick Redd)

---

## ***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 stories 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, please 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*







## 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)