

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 37 Number 5, May 2021

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Eric & Amanda Baldwin's 1968 Triumph 250



We've had it since 2003. Originally purchased in San Francisco and the original owner fraged the transmission in 1969, didn't know what to do about it and threw towels over it and left it sit in his garage until 1998.

Thank you to Eric & Amanda for answering my request for a pic at the last minute. Continued on pg. 5

BUSINESS INFO



GENERAL MEETINGS:

2021 Meeting Dates, none have been picked due to Covid. Check back here each month.

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 \$15.00 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

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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

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VARA TWO-FIVE CHALLENGE

CHALLENGE



A few of us are going for the day on Saturday, May 15th, then spending the night in Taft followed by a stop in Los Olivos (Santa Ynez) on the way home Sunday for a little wine tasting. If you're interested in any of this, contact Joel Justin at j_bar_j@hotmail.com for more details.

Dyno Day



Saturday, June 19th

Bottle Blown Racing

167 N Aviator St # G, Camarillo, CA 93010



Have you ever been curious to know what kind of horsepower and torque your LBC puts out? Or how well adjusted your fuel mixture is? A pull on a dynamometer is the perfect way to find out. Here's roughly how it works.

Everyone will get 2 pulls on the dyno. Each pull will give you a horsepower and torque curve as your car revs thru the RPM range. I believe you'll also get an air-fuel ratio (AFR) reading as well. This will tell you how rich or lean your fuel mixture is. There won't be any tuning time available, but you can schedule a private appointment to spend more time dialing things in for optimal mixture and horsepower if you want (at a later date). Each car will have about 30 minutes on the dyno.

Cost:

- \$60 cash \$62.40 credit card (includes 4% service fee)

What to bring:

- Folding chair (if you want a place to sit)
 - Water, other drinks
 - Lunch or snacks if you plan on being there all or most of the day
- Minimum wheel width (inside to inside): 41"

Contact Joel Justin at j_bar_j@hotmail.com if you want to attend. We are limited to 12 cars, so after that, I'll start a wait list.

Continued from page 1

- The second owner was a friend of his who lives in Ojai and finally convinced him to sell in 1998. He repaired the transmission and did some engine work (hardened valve seats, new rings and some other minor things) and got it on the road.
- I don't remember if it was consigned or sold to a guy in Santa Barbara who had a car lot, which is where we found it in March of 2003.
- When we bought it, it had 37,000 original miles on it with the original yellow stripe hoses and British Goodyear redline tires, which were hard as rocks and square! It now has 54,000 and still retains the original Lucas headlights amongst other items.
- We put the top down as soon as we bought it and it has never been up since. It's still the original, but I have no idea what it looks like now.
- We have had the suspension upgraded with urethane bushings, the Nissan half-shaft conversion, put in a high-torque starter and a Pertronix ignition, otherwise it's stock.
- I'd have to guess that about 50% of the paint is original and the color is Wedgwood Blue.
- Oddly enough, everything works and, other than the OD unit, it doesn't leak much. OK, it doesn't leak much for a British car.
- Other than having the left rear axle shear and the wheel fall off on the 33 transition to 101 South (a fairly long story involving Martin in the club and Dave Wellwood), it has been very reliable.
- Both of our kids (now 25 and almost 27) got their first training with a manual transmission with this car.



GROOVIN IN THE GROVE CLASSIC CAR AND VINTAGE TRAVEL TRAILER SHOW

www.groovininthegrove.org - www.sbelksvsp.org

**Saturday
July 24th
2021**



**ALL ENTRIES
WILL RECEIVE A
TEE SHIRT**

For more information call
Jerry Winters : (805) 570-0490
Steve Cousens: (805) 452-0376

Location:
Santa Barbara Elks Lodge
150 N. Kellogg Ave, Santa Barbara, Ca 93111

Registration 6:30-8:30 A.M
Show 9:00 A.M.-4:00 P.M.

**ALL COMERS ARE WELCOME TO OUR
2021 ELKS VETERANS SUPPORT PROGRAMS
SPECIAL EVENT CAR & VINTAGE TRAVEL TRAILER SHOW!
FOOD, LIVE MUSIC. NO-HOST BAR & KIDS SNACKS
ALL DAY LONG
PARTICIPANTS TO VOTE ON A "PEOPLE'S CHOICE AWARD"**

T-shirt Size (Circle one) S - M - L - XL - XXL - XXXL

DONATION OF \$45 PER ENTRY IN SUPPORT OF "ELKS VETERANS SUPPORT PROGRAMS"

**MAKE YOUR CHECK PAYABLE TO "GROOVIN IN THE GROVE CAR SHOW"
MAIL ENTRY FORM AND CHECK TO: ELKS CAR SHOW, 150 N. KELLOGG AVE., SANTA BARBARA. CA 93111**

REQUIRED		PLEASE PRINT	
Name			
Address		City	
Phone Number		State	Zip
E-mail for confirmation			
Year	Make	Model	Color

Release of Liability: I agree to indemnify, save and hold harmless the Santa Barbara Elks lodge #613, its officers, employees and agents from any loss, expense, liability or damage which may arise from participation in the Groovin in the Grove Car Show. Zero Tolerance Rules Apply - No Burnouts and No loud Stereos. No refunds will be issued for missing the event. I agree to allow the show committee to utilize photos of my car for advertising purposes, either this year or future years. By signing above, I hereby agree to accept the final judgement and award of all prizes. I understand and accept all rules and claim by my signature that the above is true and correct.

Signature _____

QUEENS ENGLISH August 1, 2021



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

Sunday, August 1, 2021 - 9am to 4pm

Register here: <http://www.queens-english.org/register.php>

Entry form: <http://www.queens-english.org/>

Day of Show Registration \$25 at the Gate

Gates Open at 8:00 AM for participants

It will be a non-judged "meet" designed for the enthusiast and serious collector alike. All British marques (cars and motorcycles) are welcome.

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

There will be food, music and general merriment. ADMISSION IS FREE FOR SPECTATORS.

We are sure it will be day you don't want to miss. Click here for a [map and directions](#).

Contact us at info@queens-english.org or by voice, (626) 797-4221.

Wheels 'N Windmills Car Show

Tentative date for Wheels 'N Windmills cars show in Solvang is **August 28, 2021**, pending approval of the City of Solvang.

Visit their website for updates: <https://wheelsnwindmills.com/>

This will be your last newsletter for 2 months. I am away for 3 weeks. The July newsletter will be published close to July 9th. There will be no June newsletter I hope to have all kinds of articles and photos in my "In" box when I get back. Please, Please!!



**THE CENTRAL COAST'S PREMIER CAR EVENT
IS BACK IN 2021!**

Select Vintage & Classic Automobiles On Display!
Live Music, Wine & Beer Tasting, Local Foods, Raffle, Arts, Crafts & Retail Vendors & More!

Automotive Classic
at Trilogy Monarch Dunes

Sunday, September 26, 2021 10:00-4:00
1645 Trilogy Parkway, Nipomo

Our Sponsors:



For More Information:
AutoClassicATrilogy@gmail.com (805) 305-4937 www.AutoClassicATrilogy.com

For Prior Entrants: For entrants whose car was previously accepted into any prior Automotive Concours or Automotive

Classic event, please submit a completed Registration Form located below (a photo isn't necessary).

For New Entrants: As this is an invitational event, each new car entry must be reviewed by the Automobile Selection

Committee for admittance to the event. **Please email a digital photograph** of your entry with the completed Registration Form located below. If your automobile is not accepted, your payment will not be processed or your check will be returned to you, as applicable.

<https://www.autoclassicat Trilogy.com/car-registration>

If you prefer to mail in your application, you can print the form and mail it in with your payment and photo. The show will run from 10:00am - 4:00pm. Cars must be in place by 9:30am on the day of the event and stay in place for the entire duration. If you wish to be located with others in your group that have been approved by the Selection Committee, please list their names on **your Registration Form. While we cannot guarantee that these requests will be accommodated, we will make every effort to do so, given the available space.**

Umbrellas, pop-up shade structures or any other personal item that may be carried by the wind and cause damage to registered vehicles or participants are not encouraged and participants use such items at their own risk. All such items must fit within the participant's designated space. Umbrellas must be secured and pop-ups anchored down in accordance with Cal Fire Regulations. In the event of high winds, all such structures must be retracted for safety to all Event participants.

Registrants grant permission to use and publish photographic images or videos in which registrant or their vehicles may be included in whole, part or composite for art, advertising, publicity or promotion of this Event or future Events. If not emailed, registration materials may be mailed to:

Auto Classic at Trilogy - Car Registration, P.O. Box 1297, Nipomo, CA 93444
For additional information, please email AutoClassicATrilogy@gmail.com or call (805) 305-4937.

Disclaimer: We have every expectation that our 2021 event will occur and are planning accordingly. However, should events beyond our control dictate the event be cancelled, as was the case in 2020, we will divide the remaining net proceeds between our 2 charities.



30th Annual CCBCC
BRITISH CAR SHOW



JAGUAR



BENTLEY



MORRIS



MINI



October 3, 2021 at Channel Islands Harbor Park, Oxnard, CA

All British Vehicles Welcome
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Channel Islands Harbor Park
3600 Harbor Blvd. Oxnard, Ca.

COME OUT AND SPEND THE DAY – BEAUTIFUL CARS – FOOD TRUCKS

Registrant check-in 7:30 to 11 am – Show is from 9 am to 2:30 pm

Channel Islands Harbor Park, 3600 Harbor Blvd, Oxnard California

Registrant check-in 7:30 to 11 am – Show is from 9 am to 2:30 pm

**REGISTRATION FEES: \$35 per vehicle for CCBC members
\$40 per vehicle for non-members**

Event shirts **not** included for registrations received **after** September 1st or day of show

APPLICANT NAME _____ CLUB _____

ADDRESS _____ PHONE # (_____) _____ - _____

CITY/STATE/ZIP _____ / _____ / _____

E-MAIL ADDRESS _____

VEHICLE #1: MAKE _____ MODEL _____ YEAR _____ COLOR _____

VEHICLE #2: MAKE _____ MODEL _____ YEAR _____ COLOR _____

***A free Event T-Shirt is included with each vehicle registration received prior to September 1st
A limited number of T-Shirts will be available for purchase on the day of the show for \$15***

Vehicle #1 T-shirt size: XXL XL L M S (Circle One)

Vehicle #2 T-shirt size: XXL XL L M S (Circle One)

Additional T-Shirts (\$15 each): XXL ____ XL ____ L ____ M ____ S ____

Total Registration Fees (including any additional T-Shirts) \$ _____

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

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

SIGNATURE _____ DATE ____/____/____

Make Checks Payable to: CCBC
Mail To: CCBC Car Show
2674 East Main Street #E614
Ventura, CA 93003

PayPal Account Information: Log into your
PayPal account and send money to:
centralcoastbritish@gmail.com
If paying by PayPal, please click ADD A NOTE
and include **ALL** of the above information

For additional information, please contact:

Car Show Chairman: MICHAEL GUSTAFSON mikegus999@gmail.com
Registrar: JOEL JUSTIN j_bar_j@hotmail.com
www.centralcoastbritishcarclub.com



Triumphfest 2021
October 14 – 17, 2021

Flagstaff, Arizona

Hosted by the Desert Centre Triumph Register of America

Please print clearly

Registration Form

Name: _____ **Email:** _____
Address: _____ **Phone:** _____
City: _____ **State/Zip:** _____

Others in your party (Co-driver) Name(s)

What car(s) are you bringing?

Car 1 Model _____ Year: _____ Series: _____ Trailing? Yes/No _____
 Car 2 Model _____ Year: _____ Series: _____ Trailing? Yes/No _____

Activity Registration (Registration includes two people & one car and is non-refundable) **Each Subtotal**

Registration, postmarked by 9/16/2021	\$110.00	\$ _____
Late registration postmarked by 10/1/2021 (No regalia orders after 9/16/2021)	\$130.00	\$ _____
Additional cars (as noted in car info above)	\$30.00	\$ _____
Welcome Mixer (Friday night) No charge for two people. Additional people \$20.00 each	\$20.00	\$ _____
Awards Banquet (Saturday evening – per person)		
Pistacio Encrusted Chicken \$46 _____ Prime Rib \$55 _____ Grilled Market Vegetables \$40 _____		\$ _____

Autocross: _____ Scenic Drive: _____ Driving Rally: _____ Walking Rally: _____ Photo Contest: _____
 Model Contest: _____ Funkhana: _____ Funcours: _____ Craft Contest: _____ Tech session: _____

Regalia (Please indicate quantity) **S M L XL Each XXL Each Subtotal**

	S	M	L	XL	Each	XXL	Each	Subtotal
Men's sandstone polo shirt (embroidered)					\$20.00		\$23.00	\$ _____
Women's sandstone polo shirt (embroidered)					\$20.00		\$23.00	\$ _____
Men's light blue polo shirt (embroidered)					\$20.00		\$23.00	\$ _____
Women's light blue polo shirt (embroidered)					\$20.00		\$23.00	\$ _____
Men's light blue denim, long sleeve (embroidered)					\$25.00		\$28.00	\$ _____
Women's light blue denim, long sleeve (embroidered)					\$25.00		\$28.00	\$ _____
Sandstone T-shirt, short sleeve (screened)					\$10.00		\$13.00	\$ _____
Light blue T-shirt, short sleeve (screened)					\$10.00		\$13.00	\$ _____
Ball Cap	Qty				\$20.00			\$ _____
Lapel Pin (1 inch)	Qty				\$5.00			\$ _____
Embroidered patch	Qty				\$6.00			\$ _____
Additional dash plaque	Qty				\$2.00			\$ _____

Check/Money Order payable to: DCTRA Grand Total \$ _____

Send Registration to: DCTRA Triumphfest, 2325 S Gold Ore Court, Apache Junction, AZ 85119

Questions? Call Ron's cell (623)229-3997 email: ronlewiscole@gmail.com

Registrar: Kathy's cell (480)815-1407 email: tfest2021@gmail.com

Triumphfest website: <http://www.triumphfest.com>

Hotel Accommodations: Little America, 2515 E Butler Ave. Flagstaff, AZ 86004 Reservations: call 1-800-940-8528 to make your room reservation. Mention "Triumphfest 2021" to receive negotiated room rates.

Release: All members of your party 18 or older must sign this release form before your registration can be accepted.

I/We, the undersigned, release, waive discharge and covenant not to sue collectively and separately, the Desert Centre Triumph Register of America, its officers, event organizers and sponsors of Triumphfest 2021, holding them free from all liability for any and all loss or damage and any claim due to injury to persons of property resulting from my/our participation in Triumphfest 2021. Proof of car insurance and a valid driver's license required to participate in all moving events and the Funcours. I hereby assume full responsibility for, but not limited to, risk of bodily harm, death, or property damage during the Triumphfest 2021 event.

Signature(s): _____ Date: _____

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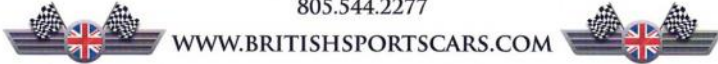


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Once you have an account at www.gasgeek.net then you can purchase for \$10 two car decals from CCBC. These “Tale Tags” will be connected to the profile for your vehicle. This is a discounted price for club members. Another perk for our members.

When someone walks by your car, they can scan the QR code on the decal using their phone. The decal can be placed on the passenger side windshield for example. All of the information that you posted about your car on the www.gasgeek.net website appears on the phone instantly, including the history, photos and videos.

Dave Reid has had his on his jag for a few months now. To order your Tale Tags please write to dtreid@gmail.com.

The final design



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UPCOMING CCBCC CAR EVENTS



- May 15-16** British Extravaganza, See pg. 5
June 19 Dyno Day, See pg. 6
July 24—Groovin' in the Grove Car Show, See pg. 7
Aug. 1—9-4 Queens English, See pg. 8
Sept. 26—Automotive Classic Car Show, See pg. 9
Oct. 3—CCBCC 30th Annual Car Show, See pg. 10
Oct. 10—Montecito Motor classic, See pg. 6
Oct. 14-17—Triumphfest, Flagstaff, AZ, See pg. 11

A request has gone out to the membership to plan some events in 2021. We realize Covid forbids us from doing a lot of things; but we have managed over the last 9 months to do some drives and drive thrus.

Please help us put together something for each coming month.

We also requested some biographies from the members. A few months ago we had Ron Root tell us all about his life before CCBCC. The request is still out there, please send them my way (dtreid@gmail.com) Your board of directors have done a fabulous job with runs, drive thrus, lunches etc. It is now time for the membership to step up and help us out.

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 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, 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.

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TRUE CONFESSIONS OF A TRIUMPHILE – PART I



By Richard White

AUTHOR'S NOTE: This is a continuation of an article I first published in The TRSC Triumph Tribune in 1992. Life is brief, but True Love is eternal.

Hello, my name is Richard, and I am a *Triumphile!*

In the past forty-eight years, I have had love affairs with three Triumphs: a 1962 TR4, a 1959 TR3A, and a 1972 TR6. I had the TR4 for thirty-eight years, the TR3 for five, and I have had the TR6 for three. My love for these "primitive" machines surely is "unnatural".

In the privacy of my study, I peruse books and magazines and websites that discuss and illustrate all of their innermost secrets and treasures. I have gazed for hours at their beautiful curves. I have taken exceptional pleasure in the sounds of their illegal, free-flow exhausts, as we ascended the heights and depths of beautiful mountain roads together. In the privacy of my garage, I have fondled and touched and manipulated them in intimate ways that most people are never compelled to do, and I'm not ashamed of it.

I grew up about 40 miles northwest of Chicago, where we lived in a post-war housing tract, called Meadowdale, built on a cow pasture near an idyllic little "Currier and Ives" village on the Fox River called Dundee, Illinois. I graduated from Dundee Community High School in 1965.

In the early sixties, this quiet, white-bread environment was only distinguished by two remarkable features: Dundee was the home of the mid-western version of Santa's Village (just like the theme park that was in the San Bernardino mountains) and a would-be SCCA road course, called Meadowdale International Raceway, that had been built by the playboy son of the tract developer.

I had gone with my oldest brother to one of the first races after it was built, in 1958 or '59, and remember seeing the big Jaguars, Ferraris and Scarabs, along with sprinkling of Corvettes, and other classic sports cars roaring by, their tires smoking and squealing in the turns, and their exhausts smelling of ethanol and caster-oil.

There were several bloody accidents, and it was said that the drivers hated the place because, among other things, there were no escape roads, and the downhill turns were narrow, tight and dangerous. Then there was the steeply sloped "Monza" wall - a bumpy, banked asphalt nightmare on a 180-degree turn, that funneled you into a high-speed bottleneck at the exit.

The fans didn't like it much either that day. There was only dirt and fresh asphalt surrounding the track, and walking across it in the heat incrustated our feet with gobs of tar and dirt, ruining our shoes. Meanwhile, stinging hot breezes and dust devils covered everyone and everything in brown grit. By the end of the day, we all looked like dust bowl refugees, or roughnecks, after a hard day's work in Oklahoma.

After only a few racing seasons, Meadowdale International Raceway was out of business and shut down. At that time, suburbs, with little else around it, to make it an attractive destination for racing enthusiasts from the city.

One of the executives at Santa's Village had a son who was a classmate of mine, and as far as I was concerned, he was RICH! He was a nice guy, but he wasn't good looking, funny, athletic, or rebellious enough to be "popular". He did have the money and inclination to try to be "cool", though, because he wore white Levi's, madras shirts, penny loafers without socks, listened to surfing music, and drove a black Triumph TR3A. Triumphs weren't as "cool" as '57 Chevies, you understand, but they were "cooler" than a Volkswagen, or a Nash Rambler, so he was only considered to be a "semi-nerd."

I suppose that I, too, was classified as a semi-nerd, though some girls called me "cute" and I had barely made it on the football team (3rd string). My problem was that I was a bit too poor (only my dad's rusted-out '61 Corvair to drive) and too much of a know-it-all to be associated with the "cool heads" in school. Thus, I hung out with the "semi-nerds", such as my friend Craig and his friend Daryl, whose brother owned a bug-eyed Sprite.

Continued on next page



1. The Starting Line at Meadowdale International Raceway, About 1960

I wanted a sports car too! A local barber even offered to sell me his beautiful, black 1953 MG-TD for \$1500 but I couldn't raise the money. (Come to think of it, I don't remember my dad being too enthusiastic about the deal, either.) Years later I found out that the MSRP of a new one in 1953 was \$2115, and this little gem was over 10 years old at the time!



2. The Downhill Turn at Meadowdale International Raceway, About 1963

My other brother, a master mechanic, owned a gas station just down the road from Meadowdale International Raceway, and I worked for him part-time, doing tune-ups, pumping gas, and learning basic auto mechanics on weekends. After its initial opening, the raceway was rented out for amateur races and weekend rallies by the Chicago Corvette Club and local SCCA chapters.

After the races, the adult enthusiasts would sometimes congregate at the gas station for Cokes and non-revenue WPA ("water, pee, and air") or just to shoot the bull. Craig would come by in his TR3 to look at the cars and hang out.

I remember being awed that a Porsche, which looked like a sleeker, customized Volkswagen to me, was said to cost over \$5000 (in 1963, \$43,000 today), and I remember guffawing over the first *Japanese* sports car (a Datsun 1600 roadster) that I ever saw. I was shocked that you would put 40-weight engine oil in the transmission of a car, (an AH Sprite), and once got a ride in an AC Bristol (a six-cylinder forerunner of the AC Cobra) that scared the daylights out of me.

One Sunday afternoon, I was manning the gas pumps with my brother's full-time help, Kenny, when Craig drove up in his TR3.

"Come-on," he said, "I want to show you something."

I told Kenny I'd be back in a minute and literally jumped into the car. We roared off down the road to one of the open racetrack gates. Most of the amateur racers were leaving and paid little attention to us as we purposefully rolled through the gate toward the pit area.

"Want to go on the track?" Craig said with a gleam in his eye.

"You're kidding" I replied. "Watch!" he said with a grin.

A few stragglers were sitting around the pit area, drinking beer and smoking cigarettes in the late afternoon heat. They paid no attention to us as the black TR rolled past them. Seeing that the coast was clear, we swerved out onto the straightaway, in front of the grandstand.

Craig nailed it, and since there were no seatbelts in Craig's car, I took advantage of the "sissy" bar on his dash, thanking God for it. Hunkering down on the tarmac, the TR3 growled and lurched into red glow of impending evening.

I listened to the engine scream as Craig went through the gears. Through the engine noise and the roaring of the wind in my ears, I heard him triumphantly shout "We're doing a hundred!"

"Great!" I yelled a bit weakly.

At the end of the straightaway, the track suddenly dropped away from us, leaving my stomach several feet above my head. We bottomed out about fifty yards before the next turn, a hairpin that curved up and to the left. It would take us almost 360 degrees in a climbing loop that was way too tight for the old roadster to handle at that speed. In absolute sync, we both screamed, "Oh shit!"

Craig stood on the brakes and furiously jammed the TR back down into third, then second gear with loud, double-clutching revs, just in time to plow, then over-steer, through the turn. The engine and tires screamed in harmony as we skidded, crab-like, on two wheels, toward a wall of hay bales at the perimeter. Flailing his long arms, Craig reversed the steering wheel and somehow regained control. We drifted past the hay, clearing it by inches, and headed back towards the exit of the turn.

Now, at a more reasonable speed, it didn't seem so bad, and Craig started to goose it a little more towards the end. This was followed by an uphill left that headed into something aptly called "The Serpentine." After a couple of easier, wide left and right turns, we were entering the chute for the Monza wall.

Craig nailed it again, either out of guts, or fear that he wouldn't be going fast enough to stay on the steep wall, and we found ourselves about halfway up, banking at what seemed like a 45-degree angle. Of course, it was only fifteen or twenty degrees, but it felt like much more.

The TR felt terribly loose. The tires squealed with every little bump, and we seemed to be darting around drunkenly. Holding on to the sissy bar with white knuckles, I wasn't so sure that I would stay in the car on the next bump.

Finally, the Monza dumped us back on the straightaway, where people were now waving us off the track, but Craig happily gave them "the finger" and headed, at a more prudent speed, down the hill again. Once more through the curves, and we were back on the Monza. It was beginning to be fun!

Again, Craig tried to push the TR to the top of the wall, but it was too skittish up there, so he got it down lower and we blasted through. At the end of the chute, a larger bunch of concerned individuals were now moving out onto the track, waving at us to stop, but they didn't dare block us, and without warning, we shot off onto a service road and soon were back out on the highway, headed to the gas station.

As we slowed to pull into the station, the TR started to cook, and we rolled in leaving a trail of steaming coolant behind us. We whooped and jumped as we climbed out of the car. We didn't have to tell anybody where we had just been. The car clubbers just shook their heads and told us we were crazy, but one or two winked and smiled a bit as they said it. It seemed like hours before the adrenaline wore off.

I lost touch with Craig after we graduated, but five years later, sitting in a dark, dank, sandbagged bunker in Vietnam, I daydreamed about that black TR3 and our adventure in it, and discovered that it had been burned into my soul.

I was the Squad Leader of a 4.2-inch mortar crew, and between a few brief moments of violence, I had many hours to ponder my mortality, and how I would savor the bitter-sweetness of life if I made it home again. My dreams were youthful and naive.



3. Me (Center) with My Platoon Leader (Left) and Two Members of My Gun Crew (Right) Below LZ Professional, Quang Tin Province, Central Highlands of Vietnam, 1970

When I got back to "The World," I would get a sports car. "Yes, that's it," I said to myself, "maybe a new MGB, or a 240Z, or maybe I should save my money, invest it in a business, and just buy an old Triumph TR3 that might be a little beat up, but that runs great, and drive the daylights out of it!" Yes, that's what I wanted, an old Triumph TR like Craig's, that would take me through the peaceful, familiar landscapes of home with a little excitement and panache.

Continued from prior page

When I got home, I was twenty-three years old, and I had some savings burning a hole in my pocket. I needed a car, so I went to a local Datsun dealer, shopping for a 240Z.

The salesman was a nice middle-aged fellow in a short sleeved white shirt and tie, who grinned and told me there was at least a six-month backlog in deliveries, and that the \$3,626 MSRP was bumped up by a \$1,000 surcharge, since it was so popular. Too stiff for me!

Of course, I didn't have a job yet, and though I had more than \$2,500 in my savings, I had no job prospects (there were no listings for expert mortar men in the Want Ads), so I couldn't finance what seemed an astronomical amount to me, and I wasn't going to ask my dad, or anybody else, to help me, either.

Seeing my obvious disappointment, the salesman showed me a used Datsun 2000, and I even took it for a test drive, scaring the hell out of the salesman when I "tested the brakes" by stomping on the pedal at 50 mph (They worked fine!) but I didn't really like the looks of the car, and took a pass on the deal.

Disappointed, I headed home in my dad's boring, basic, 4-cylinder '62 Chevy II commuter. Maybe after I got a job, I could finance the 240Z, or some other decent car.

So, while other youthful Vietnam vets were buying new cars with their military savings and promptly wrecking them, I wisely used my money to open an art gallery with my oldest brother. He didn't know much about art, and I didn't know much about business – what could go wrong? The art gallery folded in six months, and took our savings with it.

In the next installment, I find my first Triumph!

Montecito Motor Classic



This year brings several changes to the Montecito Motor Classic such as, a new website, new vehicle class line up, an opportunity to showcase your vehicle in our Montecito Motor Classic program, along with several other new items. Please take a moment to visit our website at www.montecitomotorclassic.com.

Our online registration is now available and will close promptly at 5:00 pm on Thursday, September 30th. We encourage everyone to register early and take advantage of becoming part of our 2021 Event Program and Classic Car Chronicles. This year we will not be accepting vehicles after the closing date, so get your entry in before it is too late. Upon registering your vehicle, you will receive an email confirming your entry into the show, and an additional email with information prior to the event. We look forward to seeing you on October the 10th, at the 9th Annual Montecito Motor Classic.

Montecito Motor Classic is proud to be a 501(c)(3) charitable organization supporting the 911 At Ease Foundation and the Santa Barbara Police Activities League. Please do not hesitate to reach out to us if you should have any questions. Robin 805-455-2712



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<https://montecitomotorclassic.com/info/>

For Sale—2003 Morgan

One of the very last Rover V8 engine Morgans to be made for the US market, this 2003 Plus 8 is the 35th Anniversary edition in Ivory White with red interior

One original owner with full photos of build and all documentation, personally imported after first factory service at Malvern in early 2004.

18,000 miles from new, I am the original owner, new battery (32020) and tires (2017)

It is CA registered and smog tested to January 2023

Was featured in CCBCC Clear Hooter article a few years ago.

NADA average and high retail prices are consistent (despite Covid) over the last 3 years at almost exactly \$75k, 100k and 125k every year, so I am asking **\$85k but open to offers**. I can send you those valuations if you like. I will donate 1% of the final sales price to Central Coast Parkinson Association (April is National Parkinson's Awareness Month), and my contact e-mail addresses are trevmar1954@yahoo.com and trevmar@juno.com, phone 805 312 1438 but **e-mail is preferred**



More pics next page

More pictures of the Morgan for sale





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)