



# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 37 Number 7, August 2021

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



Jon and Claudia's TR 6

Carson House Eureka, CA

# BUSINESS INFO



## GENERAL MEETINGS:

**2021 Meeting Dates, first Tues of each month.**  
**Aug 3, Sept. 7 at Casa de Soria,**  
1961 E Thompson Blvd, Ventura, CA 93001

Board meetings take place according to the needs of the club, usually before or after the club's General Meeting; but as often as is deemed necessary at the discretion of the Club President.

## NEWSLETTER

THE CLEAR HOOTER is your Club Newsletter and it is published monthly. The deadline for submission of any camera ready or digital ads, stories, reports and information that you'd like to see in the next issue is the **23rd** of the month prior to publication. Items may be sent to the editor at: [dtreid@gmail.com](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 \$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

## Your CCBCC Board Members For 2021

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

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



## TRUE CONFESSIONS OF A TRIUMPHILE – PART III 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.*

*In this installment, I suffer some losses, but redemption comes from the grave.*

Financial hardships and a divorce struck in 1997-1999, leaving me with large debts, a reduced income, and full custody of my three young children, so I had to sell the TR3, bidding her a sad farewell, as the new owner and his son drove her away, never to be seen again. The guy paid me in cash, sticking me with a counterfeit \$100 bill, which he never made good, I needed the money, and could use it to pay the rent and feed the kids for a couple weeks more.

My 1991 Dodge Caravan had accumulated 240,000 miles in the nine years I had owned it, and was dying, with breakdowns on a monthly basis. I couldn't afford even a used car, so I rationalized that, since I was only a few hundred dollars and a few hours away from having the TR-4 finished, it would be reasonable to complete the restoration and use it as my daily driver.

Painting the TR4 In My Garage,  
Palmdale, California, 1996



I had nearly completed nine years of frame-up restoration up to that point, investing only about \$5000 in those nine years, but I had done all of the work myself, and thus had gallons of blood, sweat and tears in the equation.

I started it up for the first time on July 4<sup>th</sup>, 2000, and I was able to debut the yet unfinished car at the "White Buffalo Moon Midnight Mountain Tour" I hosted on the 15<sup>th</sup>. I was very gratified that the attending club members rewarded me with a warm "thumbs-up" when they saw it.

Except for some minor "shake-down" problems, the car had been running and handling exceptionally well. I had planned to get full insurance coverage once it was finished and I could get a full appraisal, so I just had basic liability coverage until then.

All I had left to do was install a new grille, the door windows and handles, top bows, and interior upholstery. It also had narrow whitewall radial tires that I had purchased in 1972. I didn't realize there was a shelf life, but I thought they were serviceable, and I couldn't afford new ones - a decision I would come to regret.

At 7:50 AM, on August 10, 2000, I had to drive the still incomplete TR4 to work in Glendale, and while in the southbound fast lane on the Antelope Valley Freeway, a semi-trailer locked his brakes and began to jackknife ahead of me, hitting a wooden picnic bench and spinning it into my lane.

Continued on next pg.



The TR4 Roll Out - Running, But Interior, Windows, Grille and Doors Unfinished, Palmdale, California, July, 2000

I successfully braked and swerved to avoid it, but found myself in a four-wheel drift (the old tires!) heading across the lanes for the shoulder at about 60 mph. When I crossed the shoulder, I was at an acute angle and heading for a ditch about two feet deep.

I could see that I was going to flip, so I ducked over the transmission and held on. The car hit the ditch on the left side and vaulted through the air about fifteen feet before landing backward and upside down, skidding several feet on its top side in loose desert soil.

I was wearing a seatbelt, and only received minor cuts and bruises where the transmission cover hit me in the face, and the back of my head, my left shoulder, and left elbow were dragged through the dirt. I was pinned under the car for what seemed like an eternity.

Soon a gaggle of Good Samaritans were outside, asking if I was okay, and I told them that I was alive and well, but I was pinned in by the steering wheel, and needed some of the men to try to lift the car so I could escape.

I was worried that there was fuel pouring out behind me, but fortunately it was soaking into the dirt, and they only had to lift the car just a few inches for me to extricate my trapped left arm, kick the door open, and get out. The Triumph was a total loss. I only had liability insurance, and anyone that could be blamed for anything hadn't been identified, or decided not to hang around.

Oddly, I had feared the car being wrecked just as I finished it, even dreaming about flipping it, and I had been absolutely paranoid about debris on the road for the few weeks I had driven it before the accident, so maybe I knew it was going to happen before it did!



After The Accident, Interior, Palmdale, California, 2000



## TRUE CONFESSIONS OF A TRIUMPHILE – PART III

Einstein showed us that time is a continuum, so that everything that will happen has already happened. Maybe occasionally our unconscious gets a peek at what lies ahead. Or maybe benign spirits were whispering in my ear???

For a few days afterward, I had a stiff neck and back, in addition to the scrapes and bruises, but I was otherwise okay, but in the Emergency Room I shed a tear for my old companion, the TR4. The deceased TR4 was rescued from the junkyard by Carl Carlson, and its rusting red bones were laid amongst the Joshua trees out in the desert to be parted-out, awaiting final judgement next to an old Volkswagen on his pretty little rancho. Perhaps it will live on in some other TR incarnation, to haunt the mountain roads it loved.

For the next eighteen years, I was out of the Triumph world. I was a single parent, and my children came first, so I devoted all of my time and money to housing, feeding and raising them, to the exclusion of anyone or anything else, without regret. They were entering their teens then, and it wasn't always going to be easy or joyful, but as they became young adults, they proved to be good people, and married wisely, rewarding me with loving families and beautiful grandchildren.

I lost contact with my Triumph Club friends, except for Herman van den Akker, who had hired me to write and illustrate the original Installation Instructions for his HVDA Five Speed kit, and to make occasional changes to it. I was trying to work out of my home, in order to take care of the kids, and I was desperate for work. I was grateful for the income, albeit a small amount.

As the children grew up and became more independent, I was able to restart and advance my career as a technical writer in the aircraft industry, even managing to put a little money away for retirement again. However, I still longed for the day when I and an old Triumph could get back on the road, and we could make beautiful music together; a low moan coming from her exhaust as we climbed that winding mountain road together into the sunset (Sigh!).

I retired in 2017, and was gratified to see that my finances would at least allow me to make ends meet for a modest lifestyle, and I had enough savings for some modest indulgences. I began thinking of buying a Triumph as an investment, and of course, a retirement hobby.

One Saturday morning, I decided to see some of my old Triumph club friends, who were still having informal tire kicking and bull shooting gatherings the first Saturday of every month at the old Bob's Big Boy drive-in, in Burbank, California. Gordy Morris, Steve Hedke, Jon Korbin and Abel Miramon were there, among others. I told them I was about to retire, and might soon be looking for another Triumph to tinker with and occupy my time.

Awhile later, Jon Korbin contacted me to inform me that Herman had passed away, and inquired if I would be interested in his 1972 TR6 driver. His widow, Helena, was putting it up for sale, and Jon had mentioned to her that I might be interested and deserving of providing a good home for it. My pulse quickened – I had already been introduced to the beautiful BRG roadster with gold dealer stripes and gold Panasports years earlier, when I was helping Herman document the transmission kit for TR6s! I knew it was clean, sound and gorgeous!

After a couple of weeks, I was driving Herman's TR6 home from Pine Mountain, where Herman and Helena had garaged it. I live just a short distance from the Angeles Crest Highway, and wasted no time in cruising up the mountain, listening to the soothing moan of its 2.5 liter six and free-flow exhausts. I thought of Herman and smiled. He had helped me with my TR4's differential and my old TR-3's transmission, a free windshield, and a last-minute generator back in the day. I pulled into a turnout that overlooked Los Angeles at sunset and made Herman a silent promise: I will try to take good care of my new mistress, as long as I can, in the "golden years" of my life.



## SECOND IN PERSON MEETING & UPCOMING CCBCC CAR EVENTS



We will have our second in person meeting on **Tuesday Aug. 3rd @ 7:00pm**. The meeting will be held at **Casa de Soria** restaurant in Ventura. Plan on showing up around 6:30 so you can get dinner ordered before the meeting. They have a large parking lot so parking will not be an issue.

There is a room in the back that they are setting up for us. This room will hold our group no problem. The owner did ask that everyone attending please order food. **Because of the size of our group we will be ordering off a fixed menu (attached)**. He is letting us use the room for free and doing this for us on a trial basis. He wants to see if it's financially beneficial for his business. This should not be an issue with our group.

**Aug. 22** - Camarillo Air Show. Tickets must be obtained online. We will go in as a group, see pg. 8

**Aug. 29**—Run to Pickles Deli Newbury Park for brunch See pg. 8

**Sept. 26**—Automotive Classic Car Show, See pg. 11

**Oct. 3**—CCBCC 30th Annual Car Show, See pg. 17-18

**Oct. 10**—Montecito Motor classic, See pg. 7

**Oct. 14-17**—Triumphfest, Flagstaff, AZ, See pg. 19

**Nov. 13**—Sat. 10 am. SeaBee Museum Tour with lunch following. Free, sign up sheet coming

### *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 one more picture 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.

## FROM BILL GUZMAN

I have attended Camarillo air show for many years.

I was a member of The PBJ (USMC B25) restoration crew now fully restored.

Car show on either day come together park together. Once parked then photo with airplane using your own camera.

Parade is usually at lunch time. Cars will parade on the tarmac and back to corresponding parking area. Support the museum. We had CCBC at the museum to celebrate the restoration of the spitfire on it's maiden flight.

First time that I will miss the great event. weekend of show packers will be doing the last needed packing.

We are moving to Union City Oklahoma and commence construction of our custom house 8 car garage and shop on our 5 acres which we have name EL BUENO RANCH. Grand kids will enjoy the pool.

Sold a couple of cars and will transport 5. House sold in 3 days amazing hot market.

Had a great time as a member of CCBC president 3 different times made changes to bylaws that still stand. The only event that disappeared is the monthly breakfast at different restaurants.

Thank you for everything.

Happy motoring.

r/Bill G.

FYI

one of the founders of CCBC Don Greene passed away. He moved to N Carolina due to health and after he lost a couple of cars and house in the Ventura fire.

He was also one of the founders of VSRCC (Ventura Sport Race Car Club) I am a charter member.

## 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](http://www.montecitomotorclassic.com). Our online registration is now available and will close promptly at 5:00 pm on Thursday, **September 30<sup>th</sup>**. 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 10<sup>th</sup>, at the 9<sup>th</sup> 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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## **WINGS OVER CAMARILLO**

Wings Over Camarillo is back better than ever! Our 2021 theme is Honoring Our Healthcare Heroes. Join us celebrating our anniversary and return to Ventura County's premiere event.

**NEW THIS YEAR:** You must buy tickets online. No cash will be accepted at the gate.

### [Classic/Exotic Car and Motorcycle Show](#)

**Calling all Classic/Exotic Car and Motorcycle Owners!**

**Do you have a great classic/exotic car or motorcycle? Then you are invited to join us at this year's Wings Over Camarillo. See the most amazing Air Show and participate in our taxiway parade!**

**A small fee of \$20 gets your vehicle, you and one passenger will see the most amazing air and car show! All proceeds from the event go directly to deserving charities that serve and strengthen our Community. It will be a fantastic fun-filled weekend for all.**

In addition to displaying your vehicle, a select group will be invited to participate in the classic car and motorcycle parade that is scheduled to begin at 1:30pm during both days. Space is limited. If interested in having your vehicle in the parade, please indicate such while completing your registration. WOC staff will notify you if you and your vehicle are selected.

**Sunday Aug. 22 CCBCC participants will park together. Information on where, when and what time to line up will come to you via e-mail. If you have registered, please let Terry know and you will get the information. So far I have heard from 10 registrants. If you go on Saturday there is no organized parking unless you want to be the organizer.**

## **BRUNCH RUN TO PICKLES DELI NEWBURY PARK**

**Sunday Aug. 29** we will meet at Las Posas Park and Ride at **8:30**, leave at 8:45, head to the ocean, then head inland at Encinal Cyn and arrive at Pickles Deli about 9:45-10:00. They have said that they will put some tables together in the front of the restaurant. Sign up sheet at the meeting or contact Terry Schuller, [dtreid@gmail.com](mailto:dtreid@gmail.com) Driving instructions given at the Park and Ride.



# GETTING TECHNICAL, CHECK YOUR FUSES

BY: David Wright, Minor Classics Restorations



## Introduction

Fuses are intended to protect automotive electrical circuits. However, I continue to get Little British Cars (LBCs) in my shop with incorrect fuses installed. Incorrect fuses put your car at risk of fire.

## Fuse Types

Many types of fuses are used in cars, Figure 1. Modern vehicles typically have the blade-type or ceramic-type fuses. This article focuses on the 1/4-inch diameter glass-type fuse (commonly called buss fuses) used in our LBCs, and does not apply to other types of fuses.

Buss fuses are made to various specifications. For our LBCs we are interested in AGC and SFE buss fuses. AGC fuses are 1 inch long for all ratings. SFE fuses vary in length according to their rating, the smaller the rating the shorter the fuse. As it turns out however, an SFE 20 fuse is 1 inch long - the same as an AGC fuse. Their 1 inch length is important because that is the distance between the prongs of an LBC's fuse box. AGC buss fuses sometimes are designated 3AG, depending on the manufacturer. (*Littelfuse calls their AGC15 fuses type 312.*)

## How a Fuse Works - the Physics

Amperes (amps for short) are a measure of the amount of electrical current flowing through a circuit. As amps pass through a wire, the metal of the wire heats up. For a given wire, more amps mean more heat causing the wire's temperature to increase. When the amps are too great, the wire gets hot enough to melt the insulation and, if the current is large enough, causing a fire.

Fuses take advantage of the heated wire phenomena to protect circuits. The soft metal filament in a fuse is designed to melt at a specific current flow, blowing the fuse and protecting the circuit from excessive amps. The filament material and size are carefully selected to achieve a desired fuse rating.

## The Scenario

A fuse blows in your little British car. According to the paper label inside the glass, it is a 35 amp Lucas fuse. So, you jump into your alternate transportation and make a trip to the local auto parts store for a new fuse. You get assistance from the friendly clerk who discovers that the store has no 35 amp glass fuses but does have 30 amp ones. These 30 amp fuses have a lower rating, so it seems, and they are not Lucas. So the clerk proclaims these fuses should better protect your car's circuits than the 35 amp ones. You agree, purchase the package, and then rush home to install them after you correct the original problem that blew the fuse. Now your LBC's circuits are protected again and off you go for a top-down ride on a beautiful day. Everything's wonderful, right? ... wrong!

## The Problem

The reason everything is not wonderful is that standards for buss fuses were changed in 1980, even though the physics of how they work is still the same. Many of the LBCs we drive were built, or at least designed, before 1980 and their manufacturers conformed to the earlier standard.

Before the 1980 change, a fuse was rated by the amount of electrical current that would cause it to blow within 1 second. So, the Lucas fuse was rated to blow at 35 amps of current. Some Lucas 35 amp fuses also say "17 amp continuous" on that slip of paper. This means that the fuse would blow within 1 second if 35 amps or more flowed through it, but it could carry 17 amps forever (theoretically) without blowing.

The 1980 standard changed things so the rating indicates continuous current that a fuse can carry.

So the modern 30 amp fuse can carry 30 amps continuously *without* blowing. Nothing on the fuse or the package indicates at what current the fuse would blow within 1 second. To determine that number we must look at the fuse manufacturer's "Time-Current" charts. See Figures 2 and 3. These graphs show test data generated by measuring how long it takes to blow a fuse subjected to a given amount of current. The fuses are then rated by the current that they can carry continuously. Fuses do degrade in performance over time so the rating is the degraded continuous current.

## The Solution

Our LBCs typically use "35 amp" and "50 amp" Lucas fuses - other ratings may also be found. To find the proper modern replacement fuse, "Time-Current" rating charts must be consulted. These charts can be found at websites from fuse manufacturers such as Cooper-Bussmann.

Referring to Figure 2, read up from the bottom "Current" axis at 35 amp until you reach the 1-second line crossing from the left "Time" axis. Then find the fuse rating curve that is closest to that point. For an AGC fuse this intersection matches the 15 amp fuse (AGC15). So an AGC15 fuse can carry 15 amps continuously, and will blow at about 34 amps. This is nearly the same as the blown Lucas 35 amp fuse. An AGC15 fuse is the right modern fuse for your Lucas 35 amp protected circuits. To find the modern replacement for a 50 amp fuse, use the same procedure with Figure 3, but read the 50 amp line from the bottom label. So, an SFE20 fuse is the right modern fuse for 50 amp protected circuits. AGC20 fuses are also acceptable, if you can find them, for a 50 amp circuit. I know the labels are hard to read on the included charts, but they are clearer on the websites.

As it turns out the ratio of blow current to the continuous current is about 2 or 3 to 1. So the modern AGC30 fuse selected by the store clerk won't actually blow until the current in your LBC's circuit reaches 85 to 90 amps - far past the safe level.

## Conclusion

If you have an incorrect fuse in your LBC and high current occurs, your wires will melt and "let the smoke out." If you are lucky the problem will stop there and simply strand you on the side of the road. If you are unlucky your entire LBC may go up in the smoke and really ruin that beautiful day.

It is true that a circuit will work with a higher rated fuse in place, but that circuit is certainly not protected. DO NOT use higher rated modern fuses like AGC30 or AGC50 fuses in your LBC. Check your fuses and replace them with the proper ones. Fuses are cheap insurance if they are properly selected. Some suppliers (e.g. Moss) still offer fuses rated by the older standard. Their cost may be a bit more than the fuses at local auto parts stores, but if originality is important to you purchase and install the "Lucas" fuses.

## Recap

AGC15 or 3AG15 is the correct modern fuse for Lucas 35 amp fuses.

A new AGC15 amp fuse will carry about 20 amps continuously without blowing, but degrades 25~0 over time to about 15 amps continuously. It will blow at about 34 amps in one second.

SFE20 or AGC20 is the correct modern fuse for Lucas 50 amp circuits.

A new SFE20 amp fuse will carry about 30 amps continuously without blowing, but degrades 25-30 over time to about 20 amps continuously. It will blow at about 45 amps in one second.

David Wright, Minor Classics Restorations  
[www.minorclassicsrestorations.com](http://www.minorclassicsrestorations.com)  
[minorclassics@aol.com](mailto:minorclassics@aol.com)

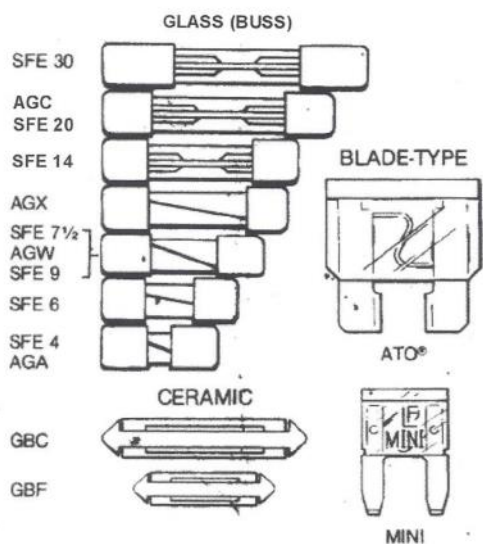


Figure 1. Types of Automotive Fuses

Continued on next page

### AGC Time Current Curves

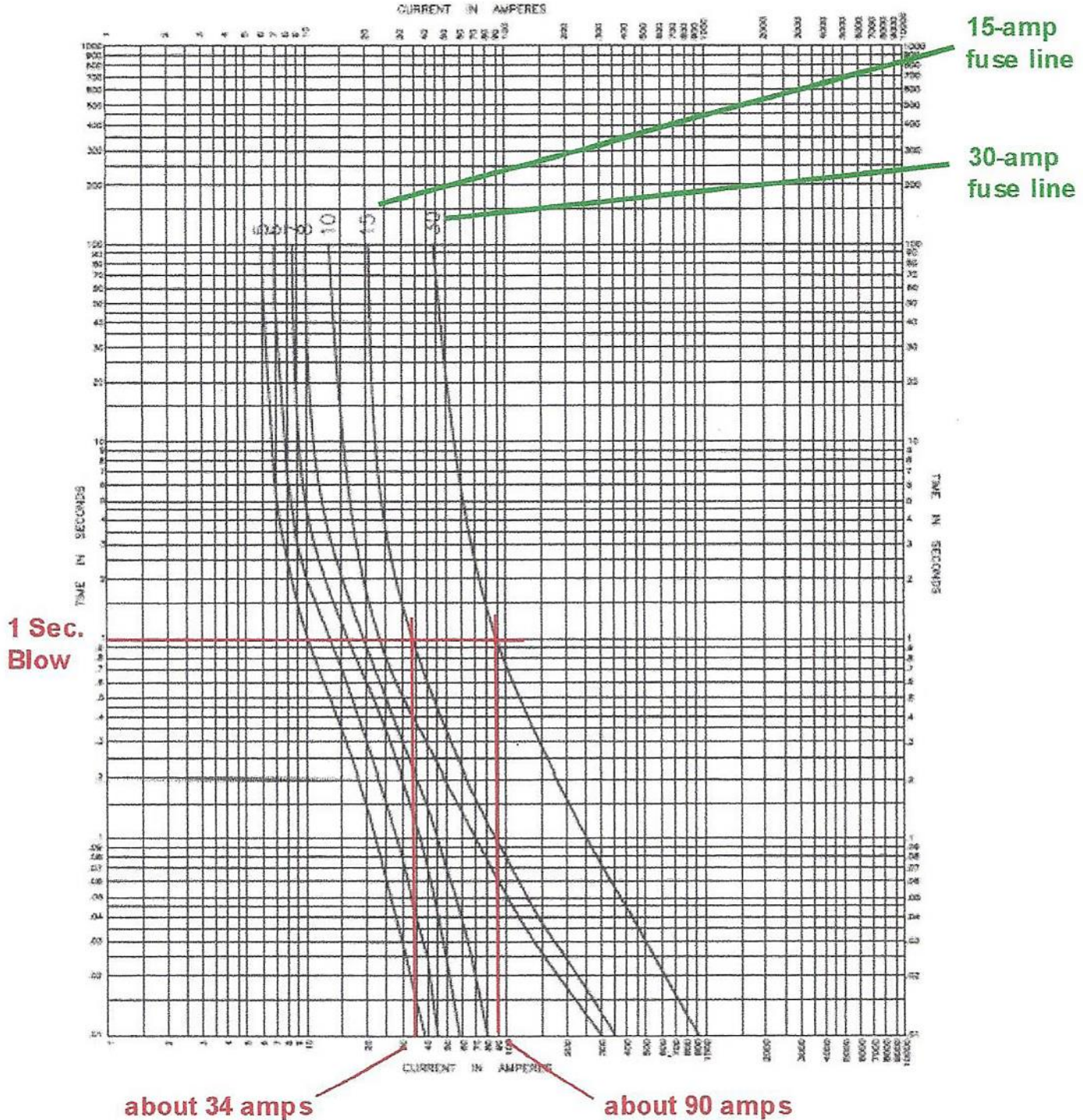


Figure 2. Time Current Curves for AGC Fuses

Sorry the figures are blurred. If you want the original article please let me know.

Continued on next page





## SFE Time Current Curves

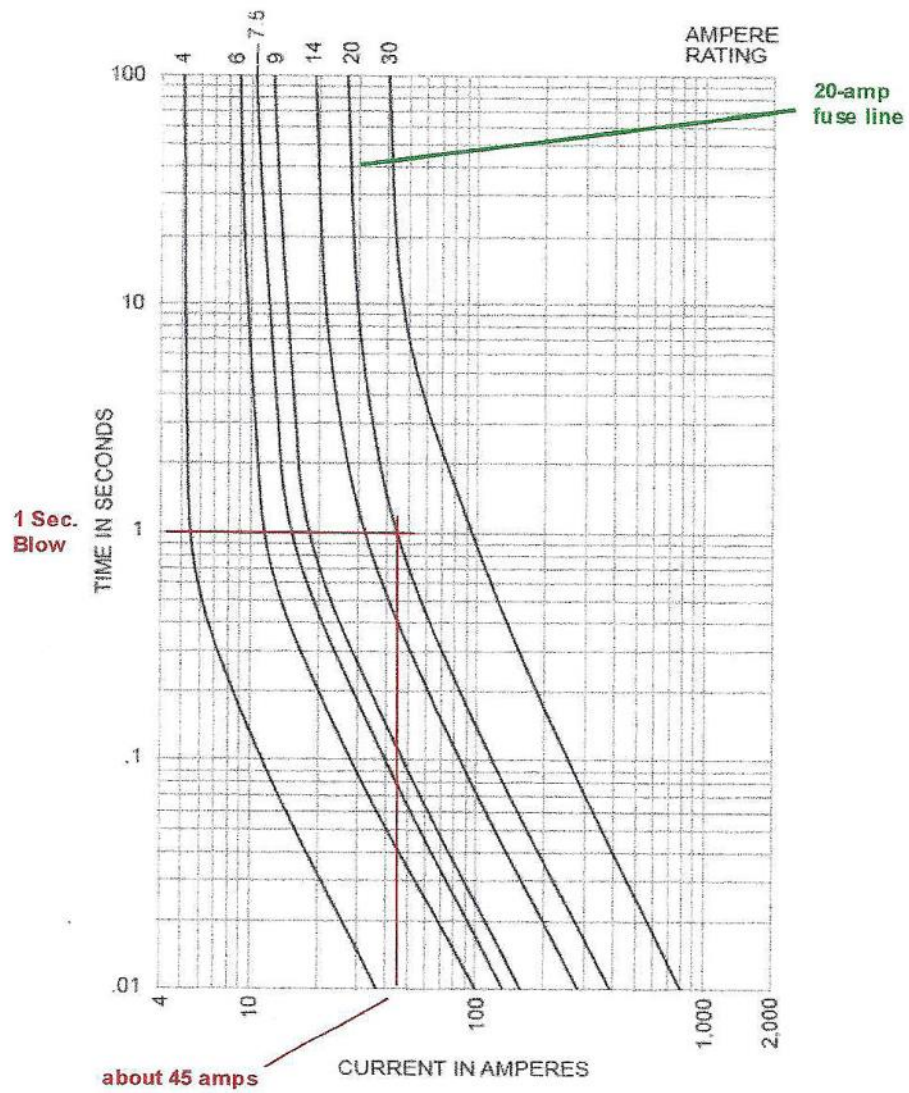


Figure 3. Time Current Curves for SFE Fuses

# MINUTES OF THE CENTRAL COAST BRITISH CAR CLUB GENERAL MEETING DATE July 7, 2021



Meeting brought to order by: Michael Gustafson CCBCC President at 7:30 pm  
Number of members present at start of meeting: 45

## Board Members in Attendance:

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

**Notes:**  
The Newsletter is always in need of articles and photos of events or interesting subjects. If you have an article or write-up of an event that would be of interest to the membership please submit it to Terry Schuller at [dtreid@gmail.com](mailto:dtreid@gmail.com) so it can be put into the Newsletter along with any photos that would be of interest.

## Topic 1: Total Members and New Members

We now have a total of 125 members in the CCBCC as of this meeting. We received a number of new member over the last 14 months even though we did not have any official club meeting and some popup dives during the COVID SHUT DOWN. The newest members are as follows; Jeff Snyder, Susan DeLong and from Phoenix, AZ. Mike D'Olimpio. It is amazing that our club is grown during the pandemic and continues to grow which is a good thing as the classic car community is still active and doing well for the most part.

## Topic 2: 2021 Car Show

Oct 3, 2021 is the date for the CCBCC's 30<sup>th</sup> Annual car show which was put on hold during the COVID 19 Shutdown of 2020. It will be held at the Channel Island Harbor Park in Oxnard California. We have sent out fliers to the different car clubs and will be handing out fliers at the Queen's English Auto Display on August 1, 2021. If you know your going to attend the CCBCC ccar show please register now so we can get an idea as to the number of classes and participants so we can get our shirt order arranged for the show. A registration form is on the club website so you can down load it and submit it which will help the car show committee with planning.

## Topic 3: CCBCC BOARD MEETINGS

The CCBCC Board has been meeting during the COVID 19 Shut Down at least once a month and has been accomplishing this via ZOOM meetings which has worked out very well and will continue into the future for the club. If any member wishes to take part in the board meeting to suggest things or to just observe please contact Michael Gustafson via the clubs website contact list so a link can be provided to attend.

## Topic 4: Queen's English

The Queen's English All British Car Show is on August 1, 2021 at Woodley Park 6350 Woodley Ave. Van Nuys, Ca. 91436. If you plan to attend you can Google the event and down load or register online for the show. A number of the club members attend this event and we try to meet at the park-an-ride just off the 101 hwy at the Santa Rosa Rd / Pleasant Valley Rd interchange for the drive down to Woodley Park. More info will be coming about the departure time as we get closer to this event. If you have never been to this event it is massive as the last one held in 2019 had over five hundred cars on display so you will see all different models and colors and makes that you might have never seen before.



## **Topic 5: Club Outings and Drives**

The club tries to do at least one drive a month or outing and we are in need of suggestions for places to go or see. In the past we have done several movie nights in the backyard of one of the club's member's home and that was fun and very enjoyable, we have also done numerous drives to a brunch location or even to wineries in the area. We have even put on several multiday driving events so nothing is out of the normal. If you have a suggestion or would like to organize an event or drive, please step forward and the board will help you in the planning and organizing the event if needed, just let the president know so we can get the word out to the membership so they can participate.

Meeting Adjourned at 8:45 pm by Michael Gustafson CCBCC President

## **TRUE CONFESSIONS OF A TRIUMPHILE – PART III** *by Richard White from pg. 5*



My New Love – Herman van den Akker's 1972 TR6, The Day After I Bought It In 2018  
Cruising In The Driveway With My Granddaughter, Havana, 2018



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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:  
AutoClassicAtTrilogy@gmail.com (805) 305-4937 www.AutoClassicAtTrilogy.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.autoclassicattrilogy.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 [AutoClassicAtTrilogy@gmail.com](mailto:AutoClassicAtTrilogy@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**  
**Presented by the**  
**Central Coast British Car Club**  
**[www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)**

**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 1<sup>st</sup> 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 1<sup>st</sup>  
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](mailto:mikegus999@gmail.com)**

**Registrar: JOEL JUSTIN [j\\_bar\\_j@hotmail.com](mailto:j_bar_j@hotmail.com)**

**[www.centralcoastbritishcarclub.com](http://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](mailto:ronlewiscole@gmail.com)

Registrar: Kathy's cell (480)815-1407 email: [tfest2021@gmail.com](mailto: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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



Gas Geek’s mission is to inspire and assist classic car owners as they research, document, preserve and share the history of each vehicle for themselves and for future owners. Don't know the history of your classic? Start documenting it now. Future owners will appreciate it.

Anyone can sign up for free and put their vehicle on the website. If someone needs help please get ahold of C.J. at this e-mail [coolcars@gasgeek.net](mailto:coolcars@gasgeek.net). He will build your vehicle profile via email with the photos and information you send to him.

Once you have an account at [www.gasgeek.net](http://www.gasgeek.net) then you can purchase two car decals from CCBCC for \$10 .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](http://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](mailto:dtreid@gmail.com). This new design is available. He is bringing them to all the meetings, check out his Jag QR code.





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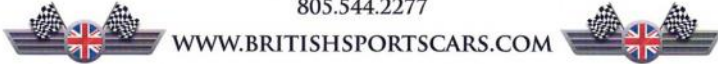


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# For Sale—2003 Morgan

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](mailto:trevmar1954@yahoo.com) and [trevmar@juno.com](mailto: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](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)