

# THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 37 Number 6, July 2021

WWW.CENTRALCOASTBRITISHCARCLUB.COM

## ***The 2021 MINI by Mike Carlson***

The MINI was a 4 day trip up the coast to Monterey and back to Ventura. The idea for the MINI came up as a shorter version of the Millie which was held last fall by CCBC. The MINI took place in early May during the weekdays to escape the summer and weekend crowds. And it worked. We enjoyed light traffic and no crowds everywhere we went.

This is what I know about the MINI. I had a great time.



Beautiful day, beautiful scenery and a good looking group of British Sports Car drivers and navigators at Lone Cypress Lookout..

Continued on pg. 3

# BUSINESS INFO



## GENERAL MEETINGS:

**2021 Meeting Dates, first Tues of each month.  
July 6, 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

# The 2021 MINI by Mike Carlson



Fourteen of us started out at 9:30 on Tuesday, May 4<sup>th</sup>, from Ventura headed towards Monterey. Neal & Maggie Subic were in their 1970 TR6. Craig & Kathy Peterman were driving their 1974 TR6. Randy & Tona Ricks brought their 1972 TR6. Gerald Davies drove his 1980 TR8 which he recently resurrected from the last stop before the scrap yard. Kenn Clark & Dorothy Orr were in their Spitfire, which Dorothy bought new in 1968 (Very Cool). Frank Powell showed up in his 1959 Austin Healy. And Steve & Lyn Sacks were in their 2020 Mini Cooper. Mike & Gina Carlson were driving their 1964 AC Cobra replica that Mike and Gerald built from a kit in 2020. All the cars were in beautiful condition and all performed flawlessly for the entire trip. The reliability of these cars is due to the meticulous care the each get from their owners, or should we say, "Parents?" These cars are like our children, Right?



Day 1. Some of us standing around, debating the best way out of the parking lot.

We left Ventura and took 101 Freeway to San Marcus Pass and then Hwy 1 to Dinosaur Caves Park in Pismo Beach for a picnic lunch. After a nearly 2 hour lunch at the park, we continued on back roads to Highway 1 in Morro Bay and then on to Cambria Pines Lodge. We arrived at 3:00 o'clock just in time for check-in.

Picnic lunch at Dinosaur Caves Park. When we are not driving, we're eating.



Kenn Clark & Dorothy Orr in their 1968 Spitfire that Dorothy bought new. Kenn was tacking 4,000 rpm to keep up with us (and we weren't going fast). All that power exploding through a 1-inch exhaust pipe.

Continued on next pg.



Steve & Lyn Sacks in their Mini Cooper convertible. (Well, mostly in anyway)

Four more couples joined our tour at Cambria. Dennis and Bridget Lambert joined us in their 1971 TR6 along with Rob & Bonny Bowen in their 1980 TR8. Glen & Sharon Barker arrived in their 2014 Jaguar F-Type. And Dick & Johanne Hansen joined the group in their 1973 Stag. Happy hour was in Mike & Gina's room and was a surprise hit. Nearly everyone attended and it was a great time to meet our new arrivals and to get to know each other better.



After spending the night at Cambria Pines Lodge, we are ready to head to Monterey.

Day 2 of the MINI, May 5<sup>th</sup>, we left Cambria Pines Lodge at about 10:00 o'clock and headed up Highway 1 along the coast. This is a beautiful drive. It was a little foggy at times so the coastal views were a little impaired. We arrived Monterey very early in the afternoon. Some stopped along the way for lunch while others found places on the wharf or other restaurants in Monterey. We stayed at the Monterey Bay Inn which was on Cannery Row. And while the views from the rooms were very nice, being right on the water, we all discovered something about harbor seals...they don't sleep at night. They bark. They bark all night. We all enjoyed happy hour in Mike and Gina's room while we were able to watch the Wednesday night sailboat races from the balcony.

Day 3: We left Monterey Thursday morning about 10:00 o'clock. Neal and Maggie Subic led us through Monterey and Pacific Grove to the entrance of the 17 mile drive and then through Pebble Beach. We stopped more than a few times for photos of the renowned seascapes. It took us 2 hours to go 11 miles of the 17 mile drive.

## *The Mini continued from pg. 3*



We played follow the leader as Neal and Maggie Subic showed us the way through the 17 mile drive. They were followed here by Gerald Davies, Kenn Clark & Dorothy Orr, Mike and Gina Carlson and the rest of us.



Our view of from Lone Cypress Look Out

Then it was back down highway 1. This time there was much less fog and the views were spectacular. This was the longest day of the tour and after stopping for lunch along the way, we began arriving in San Luis Obispo at the Apple Farm Inn just before 4:00 P.M. Happy hour was held on the secluded patio which we had all to ourselves.

Friday, May 7<sup>th</sup>, was the last day of the tour and we left San Luis Obispo around 10:00 o'clock. Neal and Maggie led us through side roads and back roads until we ended up getting on the Freeway, 101, at Arroyo Grande for a few miles. Then we took highway 166 (which is a pretty drive with quite dramatic scenery most of the way) to New Cuyama and beyond until we turned onto highway 33 for our lunch stop at The Place. The food was very good and we were just about the only ones there. After lunch, we continued on 33 and arrived in Ventura just before 3:00 P.M.

Having the MINI in early May during the week provided very light traffic, no crowds and no waiting for anything. It made for a relaxing fun trip. Gina and Mike plan on hosting a similar trip next year. See you on the next MINI in 2022!

# TRUE CONFESSIONS OF A TRIUMPHILE – PART II

## 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 part, I find my Triumph! After a seminal adventure in a his TR3, I had dreamed of having a sports car like my friend had in high school ...*

After laying around, enjoying absolute civilian inertia for a few more months, I got an okay job with a local newspaper as a Process Photographer and Pasteup Artist, using skills I had acquired at The School of The Art Institute of Chicago, before being drafted.

Several months later, I saw a listing in the Want Ads for a 1962 Triumph TR4. The ad said, "Needs some work, \$325 obo..." It instantly clicked with my old daydreams - I could afford to own a used Triumph - I could fix it up - I couldn't resist!

Saturday, July 8, 1972 in northern Illinois was a hot, muggy, summer afternoon, with the threat of thundershowers, and even a tornado warning or two, creeping in from the northwest. I called my girlfriend and she drove me to see the car in the Want Ads. The rather obese, unkempt owner led me to his back yard and pulled a soggy tarp off of it.

The car was white, or had been, with a red interior, but ugly orange rust stains ran down the fenders, like it was some ancient neglected bathtub, turned inside out. Large, cancerous vacancies were apparent on either side of the rear fender beads.

The rocker panels had been suspiciously repaired with sheets of aluminum screwed over them and painted white. The bonnet was ajar, and bent up at the passenger side corner, indicating that someone had pried it up with a large screwdriver or crow bar to try to open it.

Though the white vinyl top was new, the interior of the car was soaked and musty, and the red leather seat covers were scuffed and tattered. The windshield had two big arcs that had been ground into the glass by wipers endlessly running without rubber on the blades. When it finally started, it loped and chugged impotently in a veil of blue smoke.

"Just needs a tune-up..." said the owner, "it ran great when I was delivering newspapers with it!"

"You used it on a paper route?" I asked.

"Yeah, every day." he replied. "It was perfect for that! I could just put them in the passenger seat, rolled-up, and with the top down, toss them without stopping! It was kind of a bummer in wet or cold weather, but better than a bicycle."

I stood back and looked at that pathetic, abused rust heap and thought about it while the sky blackened with an impending storm. I liked the unique futuristic Michelotti body, with the notched doors, the sleek bonnet with the racy power bulge, and the recessed, cowled headlights and grill.

I liked the snug cockpit, with bucket seats (which were still exotic in those days), a no-nonsense dash with a tachometer, and a four-on-the-floor shifter near at hand. I could see myself driving it - that's what every car salesman is trained to get you to do, except nobody had to make me do it.

If I was even conscious of being ripped-off, I didn't care. It just needed a tune-up... I would fix it up... *I wanted that car!* I didn't even bargain with the guy! I borrowed \$325 cash from my girlfriend (It was Saturday, the banks were closed, and there were no ATMs in those days) and I bought it on the spot.

Linda followed me in her VW as I chugged home on three cylinders, in a cloudburst, with no windshield wipers, no brake lights, and the car veering into oncoming traffic every time I pumped the brakes. Water was gushing through the holes in the floor pans as I splashed through the deep puddles in the streets, and my feet were getting wet, but I didn't care!

## TRUE CONFESSIONS OF A TRIUMPHILE – PART II



Maybe it was just the exhaust fumes, but I felt light headed. It was one of the happiest moments of my life. I had my sports car, and we were going to have great adventures together.

The "tune-up" the car needed turned out to be first a valve job and then a complete overhaul. One valve had been burned nearly in half, and all the guides, of course, were shot. The rocker arm assembly had deep grooves in the shaft where the rockers had simply worn into it.

The odometer had stopped at about 39,000 miles. It must have really been 239,000 miles, because when the valves were fixed, the tired old engine pumped a blue smokescreen out of the crankcase vent pipe that you could cut with a knife, but it did run much better on four cylinders instead of three!

Though I was on a severe budget, parts were cheap and available, and I needed them immediately, as I repaired a litany of problems, from brakes to radiator hoses, to lights, to wipers, to fixing the bonnet and latch, to patching the holes in the floor - I took it all in stride; I had the engine overhauled, and it got better.

I got into the habit of keeping a big toolbox and spare parts in the trunk, just in case, but the old roadster was tough, too. I once was driving on a freeway in the middle of nowhere when she decided to overheat, and I had no choice but to try to make it to a gas station. When I eventually found one, the temp gauge was pegged, and she was knocking badly, before stopping altogether, as I rolled into the parking area.

I feared the worst, but after letting her cool off, I replaced the bad hose, topped the radiator off, crossed my fingers, and cranked the engine, which chugged at first, but then started and ran fine, as if nothing had happened. It hadn't seized, oil pressure was normal, the head hadn't warped or cracked, and the gasket remained tight. *Mirabilis dictu!*

I got to know the old girl inside and out, and she rewarded me with spirited top-down tours on country roads, past the cornfields, pastures, and hardwood parklands of rural Illinois and Wisconsin. I breathed the fresh air, scented of alfalfa and green corn, and was softly massaged by the vibrations of the engine, drive train and roads. I felt freer than I had for years.

There was a Triumph dealer about 20 miles away, and in those days you could mail-order Triumph parts from J.C. Whitney in Chicago, with a turnaround of about two weeks. A complete, new taillight assembly cost \$12, and every junk yard had several old Triumphs sitting around in them.

A few weeks later, in one 24-hour session, I straightened, and filled, and sanded, and masked, and primed, and painted the TR4. I needed the car to get to work on Monday, and besides, the compressor and spray gun were rented.

I had patched the rusty holes with some kind of canvas material from J.C. Whitney that you dipped in lacquer thinner and then pasted over a hole to harden. (It's no surprise that you can't buy that stuff anymore!) Generous gobs of Bondo were applied over that and sanded smooth to make the fender rust disappear (at least for a while). Finally, sheets of aluminum were screwed over the floorboard holes and sealed with fiberglass to keep my feet dry.

My Native American friends in Arizona would probably suggest that this car and I had some mystical connection with the rain gods because, true to form, a thunderstorm struck while I was painting it. The humidity caused water to sputter out of my spray gun, making cute little "fish eyes" appear in my silver lacquer. There weren't too many runs and drips, but in those days, I didn't really know how to paint a car, and didn't know how to wet-sand a paint job, so they remained when I was finished.

For some reason, perhaps it was those Kachinas that watched over me, I decided to finish with a TR250-style racing stripe, in the form of a rainbow over the bonnet. (In those days, rainbows were known as sacred symbols of rain for Pueblo peoples and hippie symbols for "Love, Peace and Happiness".) I painted them on with spray cans!



# 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 \_\_\_\_\_



## ***MEMORIAL DAY DRIVE & BRUNCH***

We had 24 members and 18 vehicles attend the drive and even meet a couple with a nice green TR 250 who joined us at the Junk Yard Cafe as they were just out enjoying their TR250 and were surprised to see all of our cars in the parking lot at the Junk Yard



Photos by Steve Sacks



# 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](mailto:info@queens-english.org) or by voice, (626) 797-4221.**

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## ***Wheels 'N Windmills Car Show***

Tentative date for Wheels 'N Windmills cars show in Solvang is **October 9, 2021**. The online registration start date for the event is scheduled for **August 1st** and specific registration details will be posted on their website within the next month. Visit their website for updates: <https://wheelsnwindmills.com/>



**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](mailto: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**  
**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: \_\_\_\_\_  
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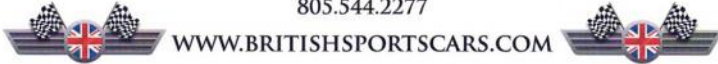


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Anyone can sign up for free and put their vehicle on the website. If someone needs help please get ahold of C.J. at this e-mail [coolcars@gasgeek.net](mailto:coolcars@gasgeek.net). He will build your vehicle profile via email with the photos and information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

Once you have an account at [www.gasgeek.net](http://www.gasgeek.net) then you can purchase 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](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). The new design is available.





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# FIRST IN PERSON MEETING & UPCOMING CCBCC CAR EVENTS



We will have our first in person meeting on **Tuesday July 6th @ 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.

At the meeting we will be selling club regalia Eg.. shirts, sweatshirts, hats etc... Just received a new shipment of hats this week.

- 
- July 13**—Childrens workshop car show, See pg. 20
  - July 24**—Groovin' in the Grove Car Show, See pg. 8
  - Aug. 1—9-4** Queens English, See pg. 10
  - Sept. 26**—Automotive Classic Car Show, See pg. 11
  - Oct. 3**—CCBCC 30th Annual Car Show, See pg. 12-13
  - Oct. 10**—Montecito Motor classic, See pg. 24
  - Oct. 14-17**—Triumphfest, Flagstaff, AZ, See pg. 14

## *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, 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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**SUNDAY, JULY 18, 2021**



# **CAR SHOW**

HOSTED BY:



**Location: A st. Oxnard. CA**

**ROLL IN TIME - 7AM TO 10AM**

**SHOW TIME - 10AM TO 3PM**

**1ST & 2ND PLACE TROPHIES IN MANY CATEGORIES**

**Car Entrance on 4th St. off G St.**



Show Info; Daniel (805) 331-8512

## **NEW MEMBERS**



Jeff Snyder # 122  
Woodland Hills  
1960 Triumph TR3A  
1990 Range Rover Classic Country

Suzanne De Long # 124  
Oak View  
1973 Triumph TR6

Mike D'Olimpio # 123  
Phoenix, AZ  
1973 Jensen Healey  
1973 Triumph Stag  
1980 Triumph TR8  
1967 Jaguar E-Type 2+2

Robert Bromber # 125  
Port Hueneme  
1972 Triumph Stag



Maybe it was the lack of sleep, or maybe it was just that *anything* looked better than the rust holes and stains, but, in the Sunday afternoon sunlight, and with the pitted, but polished chrome back on, and new black upholstery installed, the car looked absolutely gorgeous!



Me with My 1962 Triumph TR4,  
at Santa Cruz, California, 1972

You didn't have to get too close to see it was a lousy paint job, but the rainbow looked cool on the silver body, and I had installed a new black interior – even painting the entire dash in crinkle black. The brakes and lights were fixed, and it was running cleanly on all four cylinders. I had emerged from a dreary, muddy bunker in the jungles of Vietnam into the sunny landscape of my dreams!

I don't think the car, or my love for it, would have survived another severe northern Illinois winter, but a few months later, in 1972, my love affair with the TR4 was saved forever by a move to northern California for a job opportunity that my cousin in San Jose had referred me for. Since dollies weren't available, tow bars wouldn't fit the bumper, and a trailer for it was too expensive, I brought my TR4 *inside* a U-Haul van, along with my meager household goods, driving it on and off the truck at railroad yard loading docks.

My Triumph love was consummated on the Pacific Coast Highway, and in the golden hills and redwood forests of northern California. I remember the exhilaration of being able to drive, *with the top down* on Christmas day, without freezing to death! Foreign car parts were available within blocks, instead of miles, and long-haired individuals that thought my rainbow racing stripe was "groovy" abounded. The car and I were one, until death do us part.

In 1975, thanks to the G.I. Bill, I was able to resume my quest for a BFA in Painting at the San Francisco Art Institute which, as the California School of Fine Arts, had been a Mecca of West Coast Abstract Expressionism in the 40s, 50's and into the 60s. Prominent abstract expressionist painters, including Clyfford Still, Hassel Smith, David Park, Elmer Bischoff, Richard Diebenkorn, Ad Reinhart, and Mark Rothko, had been on the faculty there, and some of their disciples, prominent artists in their own right, were on the current faculty.

My girlfriend and I rented an apartment on picturesque Leavenworth Street, just up the street (VERY UP!) from the bottom of the famously zigzag Lombard Street, and walking distance from my school on Chestnut Street. When the streets were slick with rain or frost, I entertained myself by looking out of our second-floor picture window and watching the cars slipping and sliding backwards, as they tried to reach the intersection of Leavenworth and Filbert streets, just a few yards away.

You don't need a car in San Francisco, where you really are better off navigating the steep hills on foot, or by trolley cars, or buses, so I rented a space in a nearby garage in the Marina District and parked my TR4

Continued from prior page

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You don't need a car in San Francisco, where you really are better off navigating the steep hills on foot, or by trolley cars, or buses, so I rented a space in a nearby garage in the Marina District and parked my TR4 there. Occasionally I took it out for cruises of the peninsula, or over the bridge to Marin County and the spectacular Pacific Coast Highway. Otherwise, she sat and collected dust and minor door dings from her cellmates.

When I would get her out of storage and running smoothly on fresh gas, she'd forgive me for the neglect, and we'd cruise together again, just like we were on our honeymoon together. When disaster would hit, like when she broke a tie rod, or blew a radiator hose, I stuck with her and nursed her back to health.

Others looked at us and sneered or laughed, but we were both veterans, and could overlook each other's battle scars. I watched the rainbow fade, and the Bondo crack, but I would sooner part with one of my children than part with her.

In 1978 I moved to Southern California and began a career as a Technical Writer in the aviation/aerospace industry that was thriving there. I liked the work, and could use my training and skills in art and writing to enhance my resume. In 1982, I married a beautiful Nicaraguan refugee, and started a family. Later, we moved into a spacious new home in Palmdale, which provided plenty of room to store and work on my TR4. When the TR4's differential blew in 1990, I had the place and the means to begin a frame-up restoration, albeit a very low budget one, so I started tearing the TR4 down.

To get advice and source parts, I joined the Triumph Register of Southern California (now the Triumph Club of Southern California) and Later, the Central Coast Triumph Club (now the Central Coast British Car Club) and began making friends and contacts with other British car owners.

A rust-free body tub was found to transplant on the sound chassis. The drive train, which I had been "trickle restoring" while driving it, was to be cleaned and polished and painted to its former glory. I scraped about a gallon bucket of caked grease and oil off of the chassis, but was delighted to discover it had gone a long way towards preserving it.

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However, A red-blooded Triumphile has certain needs, and after attending some club events and not being able to fully join in them because I was "sans Triumph", I decided to take on a mistress - a 1959/60/61 TR3A that I purchased to drive while restoring the TR4.



With My TR3A at Triumphest, 1992, Solvang California

The TR3 had been a very amateur "restoration": a montage of at least three different models, with some makeshift or very hybrid repairs in between, that jumped up to bite me. The green paint had the texture of a ripe Navel Orange, and everything seemed to have been repaired with black silicon sealant, which eventually came loose, or in one instance, found its way into the fuel line just before a drive.

So, I did some fixing, along with a little painting, cleaning and polishing, and after getting a new top, my "Old Green Frog" started to look presentable. The engine ran strong and smooth, and between a few surprises, it became reasonably reliable.

My first Triumphest, in 1992, at Solvang California, was a wonderful experience. It was there that I was introduced to the nuances and variations of the Triumph marque, and how fun it is to parade around in a moaning caravan of classic cars, to the excitement and joy of many approving observers and participants. The TR3 drove there without any problems, and on the 300-mile round trip, my wife became a true believer, suggesting that when I finished the TR4, this would be "her car".

Indeed, I was pleased to have my wife drive it while I navigated on the fun rally. I realized this was a wise move after observing the discord that other married couples experienced when the wife was the navigator (i.e. the scapegoat for missed checkpoints or turns!) The countryside around Buellton and Solvang is among the most beautiful in the world, and the winding roads are perfect sports car venues.



Me and My Kids in the Funkana at Moss British Car Festival, Flag Is Up Farm, Solvang, California, 1994

I put seat belts and a cushion on the back bench of the TR3 for the kids, and we all participated as a family in a Moss Motors British Car Festival there, in 1994, and later, an occasional spin up into the mountains near Palmdale. (Child seats were only required for infants and toddlers back then, and we always drove slowly, with caution, for those events anyway.) I was thrilled when the Old Green Frog won a Silver Award in the Funcours, and I didn't do too badly in the Funkana with my two oldest kids (7 and 5 at the time) riding as observers.



My Wife, Lucy, and Me with the "Rubber Chicken Award" after Triumphest 1994

We continued to be active in both the TRSC and the CCBCC for the next few years, and had the same affection for the TR3 as one would have for a family pet. However, nothing lasts forever.

*In the next installment, I suffer losses, but find salvation from the grave.*

## 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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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

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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*





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 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)

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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)