

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 37 Number 8, September 2021

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Daisy Tatum's 1968 Jaguar XKE 2+2 purchased in December 1967 with only seven miles on the odometer.

Continued on Page 3

BUSINESS INFO



GENERAL MEETINGS:

2021 Meeting Dates, first Tues of each month.

Sept. 7 at Casa de Soria,
1961 E Thompson Blvd, Ventura, CA 93001

Future dates: Oct. 5, Nov. 2

Christmas Brunch Dec. 5 at Four Points Sheraton,
Ventura. Will depend on Covid.

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

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

Another picture of Daisy's beautiful car



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



**October 10, 2021 MONTECITO MOTOR
CLASSIC**

**SHOWCASING OVER 80 YEARS OF
TECHNOLOGY - THE CONCEPT CAR**

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

Third IN PERSON MEETING & UPCOMING CCBCC CAR EVENTS



We will have our third in person meeting on **Tuesday Sept. 7th @ 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.** 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.

Sept. 26—Automotive Classic Car Show, See pg. 15

Oct. 3—CCBCC 30th Annual Car Show, See pg. 16, 17, 24

Oct. 10—Montecito Motor classic, See pg. 3

Oct. 14-17—Triumphfest, Flagstaff, AZ, See pg. 18, new notes top of page

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

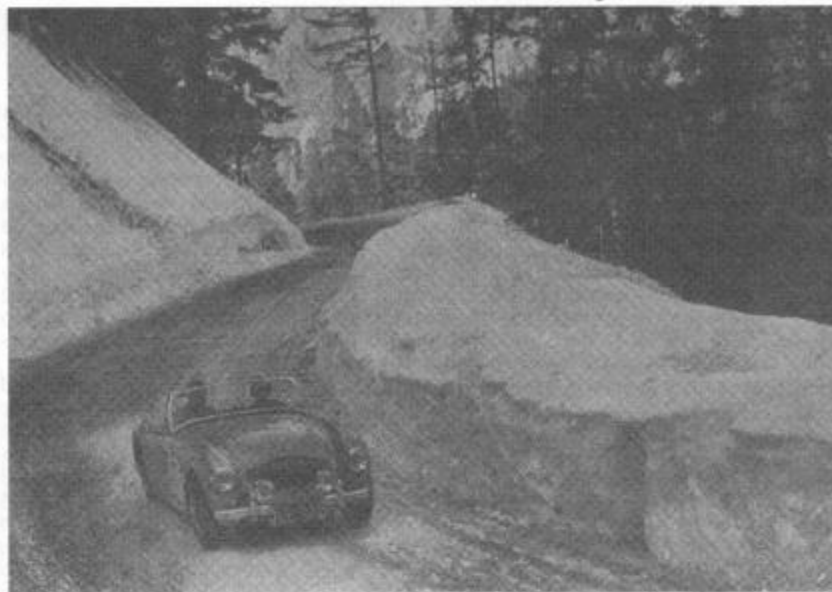
I have one more picture for the front page of the newsletter. Let's see some of your favorite pics of your British car. Also I am out of baby pictures for the guess who this is feature. There must be some of you working from home and have no where to go, take some time and find a great picture of yourself 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.



The Following Article is reprinted from Autosport April 3rd 1953 with many thanks to Peter Richardson and Ian Ferguson, Librarian of the VSCC



AUTOSPORT, APRIL 3, 1953

The Austin-Healey "Hundred" on the Col de Faucille near the Franco-Swiss border. Roads were treacherous with rapidly thawing snow.

did the job carefully and with an artistic touch. We also went to the pictures and heard Errol Flynn speaking excellent French in a dreary flick about a stolen jewelled cross.

There were only three starters from Calais, including Mr. and Mrs. Karl Richardson from Chelmsford in an XK 120 Jaguar. The third was a taciturn Frenchman in a Simca Sport, who obviously took his rallying seriously. His co-driver was also grim and silent.

The local press turned out to give

PRESS ON, PRESS ON

The Story of the Very Arduous 6th Lyons-Charbonnières Rally Featuring the New Austin-Healey "Hundred"

by

GREGOR GRANT

LAST year I went with Stirling Moss in his Jaguar coupé on the 5th Rallye International Automobile Lyon-Charbonnières. This event is rapidly becoming one of the most popular of the "tougher" types of rally, and really does provide a superb test of a motor-car. For this reason Peter Reece and I entered an Austin-Healey "Hundred" in the sports class. This machine had yet to receive its competition's baptism, and with the prospect of over 2,000 kilometres of fast motoring, largely on Alpine roads, it was felt that the "Charbonnières" was the ideal event in which to find out what was what.

The Austin-Healey was actually the same model which attracted thousands of eager folk to Donald Healey's stand at Earls Court last year. The A90 engine had slightly larger-bore twin SU carburettors than previously used, and double valve springs were fitted. A standard Laycock-De Normanville over-drive was provided, and in addition to knock-off wire wheels, the later 11-in. brake drums with Ferodo bonded linings were used. The sole addition to normal equipment was the mounting of a pair of Lucas "flamethrowers".

Peter and I decided to start from London, and fixed up to fly over to

Le Touquet with Silver City and motor to the "real" start point at Calais. Unfortunately a blanket of fog had descended on the French coast, and the airline people advised us to catch the afternoon boat from Folkstone. As it so happened, this turned out to be quite suitable—the cross-Channel steamer docked at Calais.

Our take-off time was 01.27 hrs. French time, and we filled in the hours of waiting by having rally plates fitted, and the regulation out-size numbers painted on. This latter operation apparently required the services of a master painter, who

us a cheery send-off. We were interviewed by an English-speaking young Frenchwoman who displayed a remarkable amount of knowledge of motor sporting matters. In thick fog the Austin-Healey headed towards Orleans, the first time control, 250 miles away. Peter had the first spell at the wheel, and as we motored slowly with visibility down to a few yards, our set 60 k.p.h. average seemed difficult, if not impossible to achieve. Yes, we were distinctly worried.

Fog persisted for nearly 200 kilometres. Occasionally it would lift, and then Peter put his trotter down, only to brake hard as the swirling vapour once more enveloped us. In one village the fog appeared even denser than usual. The density was



Peter Reece and the author of this article with the Austin-Healey "Hundred" outside the Casino at Charbonnières.

due to the presence of a high brick wall, from which our front wheels stopped about a couple of inches.

At Beauvais it was comparatively clear, and the "Hundred" motored along at an effortless 80 m.p.h. in overdrive, with the lusty four-cylinder engine scarcely working at about 3,200 r.p.m. We must have forgotten to tighten up the hood securing screws properly. After passing a Simca Aronde, the top suddenly blew off, and we both grabbed it and held the hood in place. It wouldn't have been funny for the Simca character if he'd been enveloped by a hood when travelling at around 70 m.p.h.!

At Versailles there was the usual diversion, and for 20 minutes we tried to find the N20 road to Orléans. Everyone we asked was either dumb, half-witted or a complete stranger; even the gendarmes had little idea of who had pinched N20. Every road we took was sign-posted "Chartres", so in the end we headed for this town, intending to take the first road off leading to Étampes and Orleans. Peter now had to do some really quick motoring. Whilst hitting over the "ton", I spotted a road-sign "Étampes/Orléans". This turned out to be an extremely fast D-route, and we reached the time control with half an hour in hand—time for breakfast and a wash-up.

We swapped places for the 184 miles trip to Clermont-Ferrand, via Bourges and Montluçon. Peter took the opportunity to have a snooze, and just to liven up the journey, I became involved in a dice with a determined Frenchman in a Frégate. I would purposely slow down and the French car would come up behind sounding its hooter incessantly. Then down went the boot, and the "Hundred" would streak off leaving the Frenchman to cope with bends as best as he could. The car did some quite extraordinary things, the driver taking up every possible centimetre of road. After a time he gave up the chase. When we reached St.-Amand-Montrond I found that our very swift machine had put exactly 116 kilometres into the hour.

We stopped for a coffee, and as we returned to the car the Frégate shot past, the driver furiously shaking his fist. As Peter remarked, he must have taken at least 10,000 kilometres off his car's useful life. Anyway it was a good job that we were well ahead of schedule. Near Montluçon there was a smell of burning

rubber, accompanied by clouds of smoke. I rapidly switched off the ignition, and the smoke vanished, but we prepared to abandon ship. Switching on again, the smoke re-appeared together with an even fiercer smell of rubber. A quick examination revealed that the lead to the rear-located S.U. petrol pump had chafed through on the metal floor-boards. We made a jury repair, and did a quick pit stop at a garage where a new cable was fitted.

Entering Clermont we had an experience which was to have its effects later. A gendarme at a crossing believed that we had left the control, and signalled us on. A Porsche was following close behind, and both cars accelerated on the gendarme's signal. Too late, we spotted a deep "cassis", and despite

per cent. of the total capacity of the tank, otherwise the tank was completely drained. The plot is said to be in order to prevent monkey business with fuels, but it is also a guarantee that many hundreds of litres of essence are purchased from specified pumps in Clermont. By the time we had been messed around checking petrol, it was too late to go to a garage for examination of possible damage.

We jacked up the rear end and found that the offside damper bracket had fractured, and the entire handbrake assembly had been torn off its mountings. The Porsche had an ominous pool of oil running out of its tail. There was no time to make even the briefest of repairs, as we were sent off immediately to do the timed climb of the Côte de la Baraque. It was Peter's turn at the

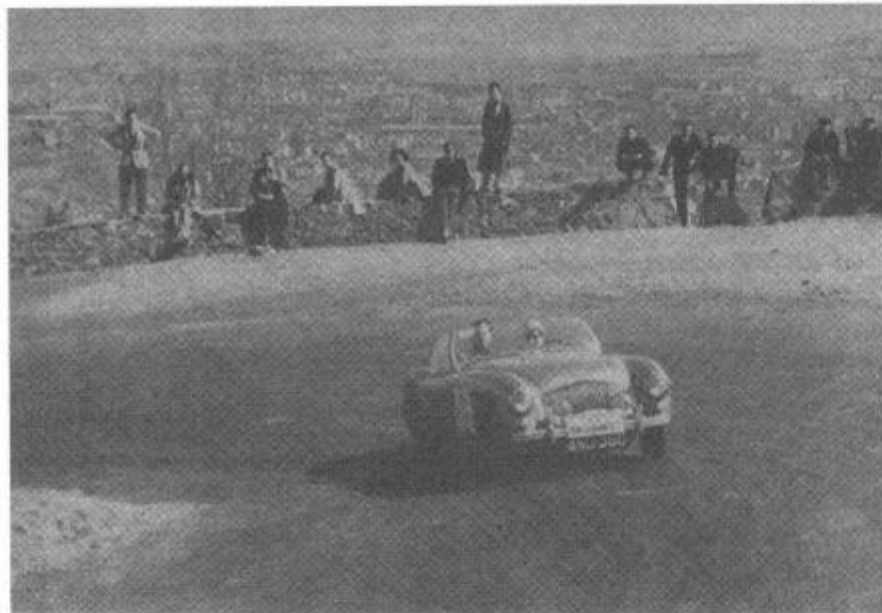


TOP CREW! Peignaux and Jacquin, winners of the 6th Lyons-Charbonnières Rally, with their very hot XK 120 Jaguar on the Col de Porte during the Grenoble-St. Pierre d'Entremont timed section of 57 kilometres.

fierce braking, the Austin-Healey and the Porsche both hit it with resounding crashes. Everything underneath the car sounded as if it had been torn off, and the Porsche obviously had had its engine damaged. We turned around, went on the correct route and eventually arrived at the Place des Salins control.

This control was none too well organized. We had time in hand, but officials would not let us out of the car-park until we had had the regulation fill-up of fuel. It was essential not to have more than 10

wheel. He made an excellent start, but the broken damper bracket came completely adrift on a left-hand bend, and the damper spiked itself on the road. The car spun violently, and we came to rest facing a ditch. Peter rapidly restarted and we continued to the accompaniment of a clatter from the broken damper and the trailing handbrake cables. We did nearly 100 miles, carefully slowing up for every bump. Near Thiers we came across Jean Behra and Harry Schell, who had put up the best time on La Baraque. Their 2.3 Gordini had hit a bump in the



AUTOSPORT, APRIL 3, 1953

With Peter Reece at the wheel, the Austin-Healey streaks up the Côte de la Baraque at Clermont-Ferrand.

road and had a piece knocked clean out of the sump. Undaunted, they patched the hole with pieces of wood and earth, whilst Harry sat inside and kept filling the interior-placed oil tank. They used nearly five gallons of oil to reach Charbonnières, but were forced to retire. The Gaçon/Arcan 202D Cisitalia was put out with a broken propeller shaft when they, too, hit a bump.

Peter and I rushed our car to a garage, where a mechanic wired up the trailing handbrake cables to the chassis and removed the dangling damper. We arrived at the control with about 20 minutes in hand. From here began the really tough part of the rally, and to avoid the fast sports cars becoming tangled up with the tourers, the latter were sent away almost immediately, whilst our group was held back for about a couple of hours. The Richardsons turned up with their Jaguar, having been completely lost in the Calais-Beauvais fog, and somehow or other finding themselves in the middle of Paris instead of on the elusive N20. Unhappily they were 55 minutes late at Orléans. Our Simca "friend" was last seen headed in the direction of Belgium.

There was plenty of hot machinery in the *parc fermé*. The two Jaguars of Descollanges/Durand and Peignaux/Jacquin sounded very "C-type". The blue d'Herincourt/Gorry A6G Maserati, the cream Lucas/Marchand Type 225 Ferrari, de Courtanze's supercharged Peugeot, Collange's Grand Sport (Prix?) Talbot, Cotton's Delahaye, the Laroche/Radix Osca, Loyer's Gordini, Bonnet's supercharged DB, numerous competition-type 1½-litre Porches, very special

Citroëns, Aurelias, Simcas, Alfa Romeos and Jaguars were included in the "opposition".

Despite the lack of the offside damper, we decided to press on. Our route lay via Brignais to St. Etienne, the first time control, and then over the Col de la République (3,756 ft.) to St. Peray for the start of the 57 kilometres timed section. This had to be covered in exactly or under 57 minutes, one point being lost for every one-fifth second over the time limit.

Rarely have I enjoyed a dice so much in the dark. We both forgot the missing damper, concentrating on the hundreds of sharp corners of the Massif Central road. It was hard work, and I was soon sweating so much as to regret putting on so many clothes. The Lucas "death-rays" and the powerful headlights gave us plenty of confidence. After 30 kilometres I slid on loose surface and ended in a ditch. However, we soon reversed back on to the road, the car not having suffered any damage whatsoever. With smoking brakes and steaming radiator we pulled into St. Agreve with 2 mins. 14.5 secs. in hand.

Came more mountain roads in familiar "Monte" territory to Le Puy, via the passage control at Yssingeaux and over the Col de Pertuis (3,385 ft.); a quick fill-up and a mad dice over the tricky roads on the Margeride Mountains and into the Haute Loire to Langeac and St. Flour. Despite the lateness of the hour, great crowds assembled in both towns, which were time checks. The 60 k.p.h. average was now becoming more and more difficult to maintain. So soon as one's book was handed over, it was a case

of flat out and keep on going flat out.

Now and then we came across a stranded rally car, with the crew either sound asleep inside, or, if fortunate enough to be near civilization, in a café. Out of St. Flour we took the switchback road to St. Chely d'Archer (3,281 ft.), with piled up snow on the sides, but bone-dry otherwise. Time controls now came thick and fast. In 22½ miles we had three of them, Mende, Villefort and Ales, with the local populace out in full strength at each. From Ales we made our way to Pont St. Esprit to cross the Rhône to reach N7, through Montelimar, Crest, Die and the time control at Chamaloc. It was a beautiful morning, and the sun rose in a clear blue sky with the snow-capped mountains of the Haute Savoie gleaming in the distance. To those of us who normally pass in these regions at night during the "Monte", the scenery around Crest is incredibly beautiful.

We were given 14 minutes to do the 14-kilometre climb of the Col de Rousset. Descollanges started off at a tremendous rate of revs with his Jaguar, and kept his foot down in bottom till the valves came off. I took advantage of the remarkable torque of the A90 motor to make a more gentle getaway. The missing damper made this Col a bit dicey, and I had at least a couple of incidents. I broadsided on loose gravel and we both had the terrifying thought that we were about to finish the climb over 2,000 ft. down into the void. However, she came out of the slide, only to start another one on the next bend where we came to rest. I restarted without difficulty, and passed the stationary Jaguar of Descollanges which had succumbed to his over-revving treatment. The swift little "Hundred" passed the control with some 2 mins. in hand.

Peter then took over, and was almost immediately transported to Arctic conditions. There was plenty of snow on the road to Villard-de-Lans, and the roads were made even more dangerous by the thaw! Even 60 k.p.h. was too fast for safety, and none of the competitors would have had much time in hand if the time control had been placed 15 miles or so nearer at Pont-en-Royans. It was a case of into the control and out again at Villard,

where hundreds of schoolchildren were gathered to watch the "race". The next control was at Grenoble, which we reached via an oddly placed passage control at Veurey.

From the town of Grenoble there was a 38-kilometre timed section to St. Pierre d'Entremont over the Col de Vence (2,509 ft.), the Col de Porte (4,347 ft.) and the Col du Cucheron (3,743 ft.). Deep and mostly half-melted snow made the "Porte" most perilous. The car slithered all over the place, but Peter pressed on, putting down his foot at every possible opportunity. Near St. Pierre-de-Chartreuse we came across the cheery Belgians Petit and Rossi in their black Jaguar coupé. They had had the bad luck to hit a bridge, and were desperately trying to lift the crumpled front wing from the wheel. As they opened their door all the maps had blown away and were strewn the countryside.

It was with a sigh of relief that we reached the time control and learned to our delight that we were two minutes early. Oddly enough, the next section over the Col du Granier (3,819 ft.) was more difficult than the timed part. Whilst crossing the Col du Chat the nearside rear brake was reluctant to come off, and we stopped to see the reason. There was nothing we could do about it without being late at Belley, so we continued in the hope that it would right itself.

Appalling Roads

From Belley the entire aspect of the rally changed. Up till then the roads, although the usual tricky alpine affairs, had been reasonably good. From Ordonnaz we found ourselves on unmade D-routes, heavily strewn with rocks and boulders. The undamped offside rear spring received a terrific hammering as we bumped slowly over appalling surfaces. Our very low build caused ominous-sounding bumps and bangs as the silencer smacked particularly large bits of rock. There was nothing for it but to take it quietly. We were overtaken in clouds of dust by a couple of Citroëns and a hard-top BMW 328. There were many kilometres of this rough stuff, which, in our opinion, were totally unnecessary. It was impossible to go faster without wrecking the car, and Peter wisely crawled over the really bad bits. He dived like mad whenever the road surface improved, but even so, we were five minutes behind time at Hauteville. This was a great

pity, as we had high hopes of reaching the finish unpenalized.

The roads worsened again to Corlier, but we managed to make up time and were only fractionally behind schedule at Serrieres-s-Ain, the radiator boiling merrily after many kilometres of second-gear work. I took over for the speed hill-climb on the Col de Berthiand. The missing damper had certainly not improved the offside rear spring, and the car was becoming decidedly tricky to handle. However, we were both highly gratified to learn that our 3 mins. 7 secs. was good enough for fourth place.

Back on Schedule Again

We were back on schedule at Oyonnax, but with the knowledge that the rocks of the Hauteville section had prevented any hopes we had of being in the running at the finish. Came more Alpine stuff to Bellegarde, then Gex and the snow-covered Col de la Faucille (4,340 ft.). Parts of the Faucille were deep in water caused by melting snow, and half-way up we were halted by water in the coil and the distributor. This happened again a kilometre or so on, and this time we had difficulty in restarting.

The next time control was St. Claude, and then the final stretch via Bourg and Villefranche to Charbonnières via La Tour de Salvagny. Near Villefranche the car began to behave oddly and loud rumbles came from the region of the offside wheel arch. Peter, in the passenger's seat, complained that something was giving him a wallop now and then. To our horror, we found that the spring, asked to take a beating that no spring has ever been asked to do, had come adrift at the front anchorage, and was busily poking itself through the floor.

The last 20 or so kilometres were a nightmare. Perhaps we were mad to carry on, but in spite of horrible-sounding noises, the car could still move under its own power. Proceeding at a snail's pace, and coasting wherever possible, we finally reached the finish only 20 minutes late.

That gendarme at Clermont certainly had a lot for which to answer. It is more than likely that the tremendous impact of hitting the unsuspected "cassis" had already fractured the anchorage, and the rocks of Hauteville must have completed the work. We both shudder to think what might have happened had the spring decided to come com-

pletely adrift on any of the hundreds of mountain corners, instead of the main road into Villefranche.

Anyway the Austin-Healey "Hundred" had proved to us that it is a first-class sports car. No praise can be high enough for that magnificent A90 motor which does all that is asked of it without the least sign of fuss. Fuel consumption is so good as to be startling. For the entire rally the car averaged 28 m.p.g.

No criticism could be made of the very rapid-change gearbox, and the solenoid-controlled overdrive was a sheer joy to operate. On Alpine roads, the fact that one has six distinct gear ratios is a great advantage. The overdrive second is particularly useful when utilizing maximum acceleration on short sections between sharp corners.

Peignaux and Jacquin emerged as worthy winners in their superbly-prepared Jaguar: Peignaux being the Lyons agent for the marque. Out of the entry of 153, 138 cars actually started, and 70 retired. Only 24 were unpenalized at the finish, we ourselves eventually being placed 50th in the general classification, with a penalty of 1,920 marks.

In order to be classified, it was compulsory to start in the Charbonnières speed hill-climb on Sunday afternoon. Peter had already left to fly back to England for the R.A.C. Rally, but I managed to bring the crippled car to the line, and travel roughly half-a-dozen metres, before throwing up my arms as if in disgust!

Gordini Fastest at Charbonnières

The Behra-Schell 2.3 Gordini was permitted to do the hill-climb, and, driven by Behra, did best time with 43.6 secs. Runner-up was the Peignaux-Jacquin Jaguar (48 secs.), and third was the stark, Laroche-Radix 1.3 Osca.

The Coupe des Dames was won by Mdme. Pochon (Renault). In the general classification, competition Porsches were second, fourth and fifth.

There were the usual parties at the Casino, with a Gala Ball on the Sunday evening and, of course, Monday morning. Organization throughout was excellent, and I must congratulate Messieurs Michel Blanchon of the Casino, and Pierre Morrin of the Automobile Club de Rhône for putting over one of Europe's finest and most sporting rallies.

All I can say is: "Tannée pro-chaine!"

Run to Pickles Deli, the long windy way



We had 11 cars and 19 people take the long and windy way to Pickles Deli in Newbury Park. PCH to Encinal Cyn to Portrero. Lots of fun. The temperature quickly warmed up as we left the coast. At first Pickles said they could not seat us or even one couple. As we were trying to decide where to go, the owner or manager came out and said he could seat us if we realized the service might be slow. They were down one cook and one wait person. It worked out great, service was not slow and food came out piping hot. Everyone enjoyed their breakfast or lunch.



Wings over Camarillo—Car Show

All 15 cars showed up on time except one; but he finally made it. We grouped together on a side street near the airport and went in as a group. We all were parked together. The crowd seemed to enjoy having our cars for their viewing and photos. Wish I had a dime for every photo taken!!

Most of us put our chairs in front of a large building in the shade. Most of the air show was visible from that vantage point. A number of folks got up to take pictures and videos closer to the flight line.

The sun came out and it was a great day with all our club members socializing and viewing all the static displays throughout the show. 3 of us were in the right place at the right time and got a ride in a golf cart to the F18's. Chris Hays a CCBCC member was in charge of that golf cart checking to see if any planes were in need of fuel.



Click to see a short video

<https://vimeo.com/592584556>



More pictures of Airshow and car show



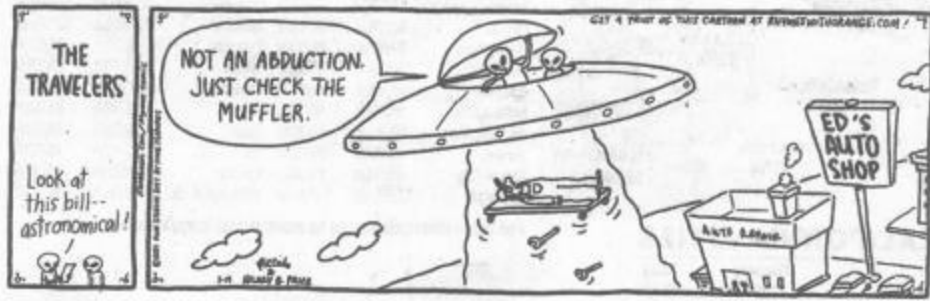
All car club members in the shade!!



Martin checking out Michael's rear end!!

Photo by Joel Justin

RHYMES WITH ORANGE By Hilary Price



What could go wrong?

Pic of interest



Terry & Dave, Pam & Joel and new members Monica & Ted Carlsen traveled to Monterey for car week. We found a great place to park on a day when 17 mile drive was closed to tourists!!



NEW MEMBERS



Kevin Dodd & Debbie Gomez # 126

Ojai
1959 Morgan 4 running

Non running:

1995 Range Rover
1991 Range Rover
1982 Range Rover
1980 TR8
1980 Rover SD1
1979 MGB
1973 MGB
1970 MGB
1969 MGC GT
1968 Morgan 8
1967 MGB GT
1965 MGB
1962 Land Rover
1960 Morgan 4
1959 Morgan 4
1959 MGA
1958 MG Magnette
1957 MGA

Ted & Monica Carlsen # 127

Camarillo
2015 Jaguar F-Type

Lou Miraglia # 128

Westlake Village
1962 Austin Healey 3000 BK2

Richard Bogatch #129

Oxnard
1967 Morris Minor 1000

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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 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

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

Triumphest 2021 is less than two months away and guest rooms at Little America in Flagstaff are either sold out or in short supply depending on the day.

Fortunately, we have a block of 100 rooms with about 50 rooms still available. Once those are gone, getting a room booking is unlikely.

Also, our Triumphest room rate and the block expire on September 14th. At that point, any unused rooms go back into Little America's normal inventory and the special room rate will have expired.

If you have not registered and booked your room, do so now by pulling up our site Triumphest.com , go to the registration tab and follow the directions on the form.



Triumphest 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: _____ Trailering? Yes/No _____
 Car 2 Model _____ Year: _____ Series: _____ Trailering? 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
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 It 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 Triumphest, 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

Triumphest website: <http://www.triumphest.com>

Hotel Accommodations: Little America, 2515 E Butler Ave. Flagstaff, AZ 86004 Reservations: call 1-800-940-8528 to make your room reservation. Mention "Triumphest 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 Triumphest 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 Triumphest 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 Triumphest 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. 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 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 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. This new design is available. He is bringing them to all the meetings, check out his Jag QR code.



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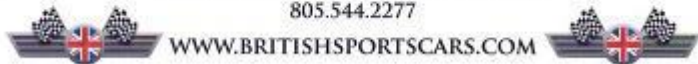


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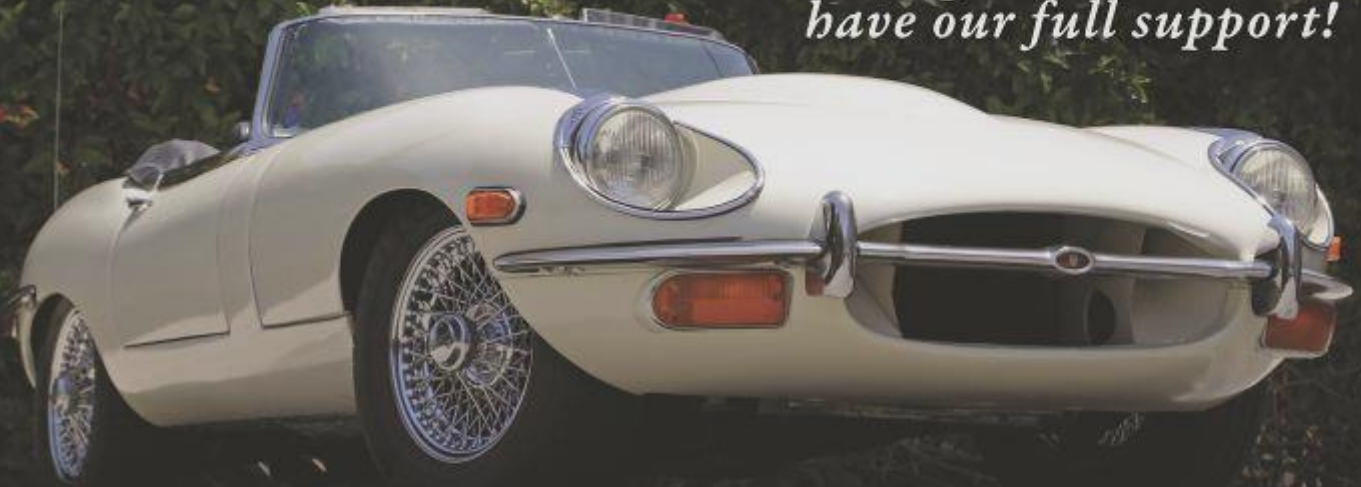
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For Sale—2003 Morgan

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 and trevmar@juno.com, phone 805 312 1438 but **e-mail is preferred**



More pics next page

More pictures of the Morgan for sale



Car Show Supporters for 2021



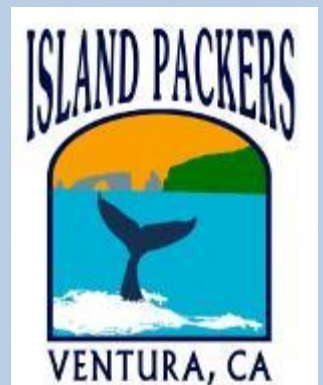
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HAGERTY





Central Coast British Car Club Regalia

Baseball caps – 15.00
 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)