



THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 38 Number 2, February, 2022

WWW.CENTRALCOASTBRITISHCARCLUB.COM

David Townsend's story of a MGB garage find through restoration and this picture



I was able to get out in B for a short spin and took my grandson Max for a ride around the block. He was over the moon. BTW, it was the first time running for the B since I uncovered it in the garage of a house that was being sold. It had sat for 25 years before I bought it. See story page 3. Dave Townsend is a newsletter sponsor—Sports Car Art—Many of us have his cut away drawings on our walls.

BUSINESS INFO



GENERAL MEETINGS:

2022 Meeting Dates, first Tues of each month.
March 1, April 5, May 3, June 7
at Casa de Soria restaurant
1961 E Thompson Blvd, Ventura, CA 93001

Dec. 4—Christmas Luncheon at 4 points Sheraton

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.

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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

MGB FOUND IN A GARAGE By David Townsend



About 3 years ago, I received a call from my friend Bill who related that he had a client that was trying to sell a house and needed to move an old British car that his son had parked in the garage 25 years prior to leaving for Oxford to teach and never return. A few days later we met at the house, rolled back the garage door to find a completely intact early MGB. The registration said it was a '68 but things didn't add up—it had a metal dash and tube rear axle for starters so I ran the commission numbers and found out it was indeed a '68 but a European export model that had been imported into the U.S sometime in the 70s.

The car had been a daily driver and appeared to be recently maintained so I made the son an offer and hauled the B into the daylight with the intention of just cleaning it up, getting it running again and turning it into an occasional driver. And here's where things go off the rails.

Upon beginning some simple dismantling, I discovered that original color of the car was Primrose Yellow and, well, that changed everything. 40 years or so prior I met my wife, Paula, after I had stopped to give some roadside assistance to a cute girl (and her mother) who was driving, yep, a Primrose Yellow MGB. And so began a three year journey to make the little B right again.

Besides tearing it down to the tub, making some need rust repairs including new floor pans and spring perches, I had it repainted in the original color and the entire inside and underside sprayed with bed liner. Hey, this is the Northeast not sunny California and because I now planned to turn it into a daily driver, some things had to be changed to make it more practical.

Anything that could be rebuilt has been rebuilt, anything that couldn't be saved was replaced with new including all of the rubber which was in a serious state of decay. Additionally, the B was changed over to negative earth and an alternator added along with a new electronic fuel pump.

At this point I have something very familiar to most of your members, a nearly new 1968 British car. There's still some sorting out to do and quite a bit of detail to attend to but it's running, driving and relatively weather tight (it's a British car after all) and ready for some road trials this coming spring.

As for my story? I started wrenching on British cars in my early teens and have owned a succession of MGs, Triumphs, and Austin-Healeys along with a smattering of American performance cars and the odd Mercedes and Renault here and there. My experience building and restoring cars has a direct impact on my illustrations as my mechanical knowledge helps me to correctly render the various mechanical bits.



25 years unmoved in a garage

See Restoration pictures
Next page



As it looks now



With almost everyone having extra time during this virus crisis, now is the time to get some stuff done that has been put off for so long. How about an article for the newsletter??? I know you have something to say about your car, a trip with your car, an outing, a technical article. I am sure you must have a picture of your drive that you would like to see on the cover of the newsletter.

I am attempting to put out a newsletter every month, there may be times I miss a month due to being away.

The newsletter is a vital piece of communication to keep members informed of what is happening within our club and lists events that are happening that may be of interest to club members.

I would like to feature one member's British car on the cover of each newsletter. If you would like your ride displayed on the cover, please send me a high resolution picture of it in a nice place (not just the parking lot at work!!) to dtreid@gmail.com

I have no more pictures 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 quess 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.

IN PERSON MEETING



The general meeting that was slated for Feb. 1st has been cancelled. We are hoping to meet for the March 1st general meeting. Stay tuned, watch for e-mails.

Christmas Luncheon 2022



Mark your calendars now for our well attended Christmas Luncheon, Dec. 4, 2022 at Four Points Sheraton in Venura

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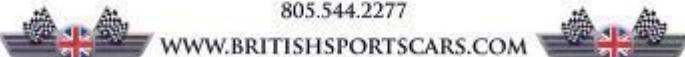
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RUSTED GARDEN

BY JOEL JUSTIN



Those of you who've been to our house know that Pam has what she calls her "Rusted Garden" in our side yard. When we first moved in (27 years ago) we tried planting plants, but it's on the north side of the wall and never gets any sun, so nothing survived. Many years after, it was just dirt. Then Pam decided to "plant" something that she couldn't kill - rusted metal objects. Being Triumph nuts, many of the items are old car parts, but there's plenty of other objects as well.

Several years back, we (Pam actually, I had no choice!) bought a rusted TR3A front apron which I mounted on the wall above her Rusted Garden. We added lights, the Triumph emblem and letters and an old bumper. It fit in well and was always a conversation piece when people came into our backyard.

I toyed with the idea of electrifying it, but didn't want to run 110V AC out there and knew a 12V system would require a battery, solar panel and light sensor, so the thought got parked in the back of my brain. Then Martin told me he had an old set of Lucas headlights that used the old BFP (British Pre-Focus) bulb. That meant the bulb removed from the back of the lens, like a modern halogen does, making it possible to put a low wattage LED bulb in its place. I needed a low wattage bulb as a pair of 55W headlights would drain the battery pretty quickly.

So I bought a small 20W solar panel, and 20AH battery and a photo switch so it would turn on at night and off in the morning. I modified the BPF bulb holder to accept a standard 1156 bulb socket and installed a pair of 3W bright-white LED bulbs. I installed 3W amber LED bulbs in the parking light sockets.

Night came and WOW, those 3W bulbs were really bright. Too bright as when we were in the family room, they shone in and created shadows. I ordered some 1W soft white bulbs and they were perfect. Next time we have a movie night, you'll get to see it in person, but for now, these photos will have to do.



New Year's Day Drive 2022 by Joel Justin



Being a member of the Triumph Club of Southern California (TCSC) along with the CCBCC, I get their newsletter. I noticed they had a New Year's Day Drive planned that started in Santa Clarita and ended in Ojai. I thought maybe I'd join up with their drive in Fillmore. Then I saw they modified their plans to stop in Santa Paula to allow anyone from the CCBCC to meet up with them. That's when I decided to reach out to their event organizer, Robert Tyler (goes by Tyler) to discuss the details.

I suggested we meet up in Fillmore instead of Santa Paula so it would give our group a longer drive option. He was very amenable to that. We agreed to meet in the shopping center parking lot on the corner of Hwy 126 and A Street at 10:30 on Saturday, January 1st.

The TCSC had nothing formally planned once they got to Ojai, mostly because no one knew what would be open and as we've learned, trying to make eating arrangements for a large group is nearly impossible. I told him I'd plan a picnic for the CCBCC in Libbey Park and that anyone from the TCSC was welcome to join us.

I gave our group several meet up options: my house for a longer drive, Fillmore for a medium drive and either Santa Paula or Ojai if they wanted a short drive.

Leading up to the event, weather was a bit of a concern. But after the wettest December in the last 20+ years, January 1st turned out to be a bright sunny day with temperatures starting in the 50's and ending up in the 60's.

We ended up with a great turn-out. Five cars met at my house at 9:30 – Dave Reid and Terry Schuller in their red Jaguar XK150, Walt and Carol Hagedohm in their red MGB, Martin Hall in his red TR6, Ron and Donna Avery in their red Fiat X1/9, and Pam and I in our red TR4. Notice a pattern? We got a nice photo of the red contingent in my driveway.

We headed out at about 10am and took a nice leisurely drive over Grimes Canyon to the meeting place in Fillmore. When we arrived, we were met by Eric and Amanda Baldwin in their TR250, Ted and Monica Carlsen in their Jaguar F-Type, Bob and Heidi Ives in their MG TF, Ron and Julie Root in their Aston Martin Vantage, Gerald Davies in his TR8, Mike Carlson in his Cobra, Kenn Clark and Dorothy Orr in their Spitfire, Jon and Claudia Korbin in their TR6, and Ron Butler in his Daimler Dart.

Shortly after we arrived, the TCSC group drove up. They had about 10 cars, several of which were also CCBCC members: Bob and Kathy Jasper in their TR3A, Richard White in his TR6 and Joe Shehab in his TR6.

After the requisite mingling and socializing, Tyler led us out and on our back road journey to Santa Paula, then Ojai. We headed back on A Street and after crossing the river, turned right on Riverside Drive. It swung left turning into Somis Street, then right turning onto South Mountain Road. We followed that all the way into Santa Paula and just before we crossed under Hwy 126, Ron Kibbe joined the group with his friend in his friend's TR4. That made a total of 18 CCBCC cars and 30 CCBCC members!

Once we got to Santa Paula, we headed up Hwy 150 thru the Ojai Valley and down into Ojai. There was plenty of parking spots in the Ojai Park-N-Ride. One thing I found interesting was that there was very little traffic on our entire trip. Maybe most people were nursing New Year's Eve hangovers?!

The CCBCC group headed down to Libbey Park and found a nice large spot on the lawn and in the sun for our picnic lunch. The TCSC group split into smaller groups and headed to restaurants in town. We caught up with several of their members as we were returning our chairs and picnic baskets to our cars. While it would have been nice to spend more time with them, it sounds like they all had a good time too.

Most people headed home, but Ron, Pam and I decided to wander thru town. We stopped at a used bookstore, then found we could get into Ojai Vineyard Tasting Room for a wine tasting. We enjoyed 3 nice wines and each other's company before heading home.

Perfect weather, great drive, fantastic company – what a way to start the New Year!



Wine Tour 2022 Cancelled



Hi all.

Unfortunately, because of the never ending Covid-19 Pandemic, the wineries in Paso Robles have cancelled large group events, and this year's CCBCC Wine Tour has been cancelled. Hopefully we can try it again later in the year, or in 2023.

We had close to 50 participants signed up to attend, and that size of a group just isn't able to be accommodated by the wineries at this time.

If you have them, please don't forget to cancel your hotel reservations.

Thank you and be well.

Neal Subic

Drive your Triumph Day



Drive your Triumph Day is Feb. 10th, coming up real quick. Looking for someone to put together a drive with a picnic lunch afterwards. Please contact Mike Gustafson. mikegus999@gmail.com if you are able to do this. There are a number of members who would join you.

Queens English—April 10, 2022



**ALL BRITISH CAR MEET AND AUTO JUMBLE
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Sunday, April 10, 2022 - 9am to 4pm

[Click here to register online.](#)

Day of Show Registration \$25 at the Gate

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**It will be a non-judged "meet" designed for the enthusiast and serious collector alike.
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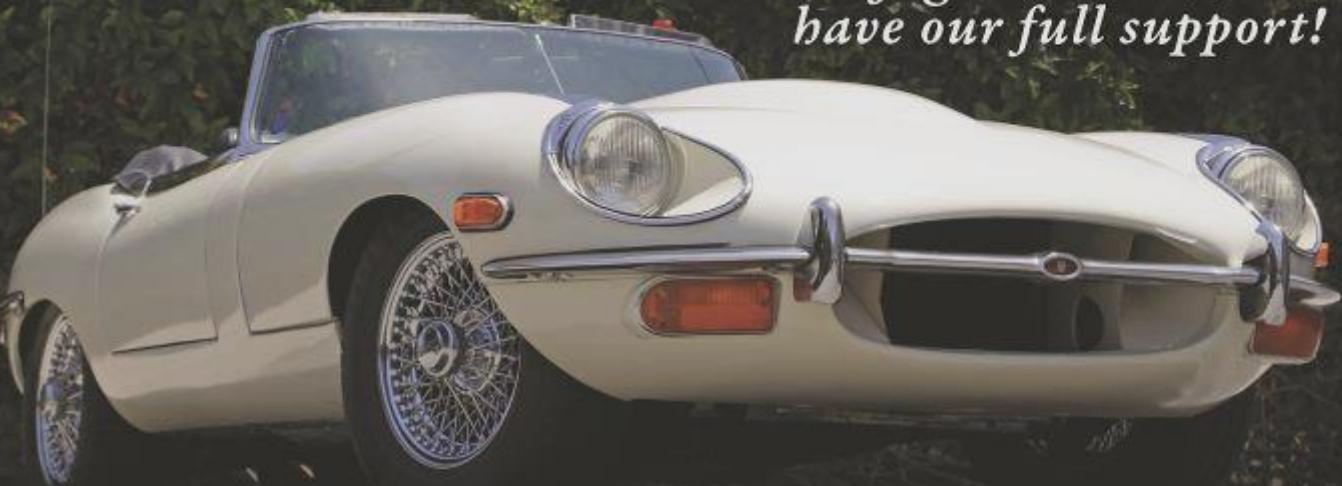
We are sure it will be day you don't want to miss. Click here for a [map and directions.](#)

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

CCBCC 31st Annual Car show Oct. 2, 2022

Last years 30th annual car show was such a hit, the board has decided to switch to October for our 31st car show. Stay tuned for details

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It's that time of year again - time to renew your Central Coast British Car Club membership. Renewals are due by the end of February. You may download the renewal form on the CCBCC website on the FAQ page (<http://centralcoastbritishcarclub.com/join-the-club/>).

Here is the direct link to the form: <https://secureservercdn.net/198.71.233.185/wxl.019.myftpupload.com/wp-content/uploads/2021/11/Membership-Form.pdf>

If you mail your check, please send it along with your completed form to:

CCBCC Membership
2674 East Main Street, Suite E614
Ventura, CA. 93003

Alternatively you can renew via PayPal on the same JOIN page. Please be sure to include your latest contact and vehicle information in the PayPal comments. You can also renew at club meetings before the end of February. Bring your membership form and check.

If you need/want a new badge, then it's an additional \$10 per badge. And be sure to tell us what kind if badge you want (pin, magnetic or clip) along with the way you want your name spelled.

If you have any questions or concerns, please do not hesitate to contact me - Joel Justin, Membership Co-Chairperson at j_bar_j@hotmail.com.

The good news is, we've had 86 membership renewals so far. Thanks to all those who've renewed! The bad news is there are still 67 of you who haven't renewed. There's a little over a month to get your renewal in. The email below has all the information on the various ways to do that (except for the Christmas, obviously!).

I'd appreciate it if you wouldn't wait until the last minute as that causes me to spend time following up with you individually. If you're going to renew, do it right now, so you don't forget. If you know you're not going to renew, please send me a quick reply stating that and why. Obviously if you moved or sold your car, we get that. But if it's because of something you're not getting from the club or something you're not happy about, let us know so we can work to get better.

Thanks, Pam and Joel Justin...
CCBCC Membership Co-Chairs

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John 2 Human returning member
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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.



A story of two **Saloons** both being a **Jaguar 1950 MKV**

By John 2 Humen

An unknown person in New York purchased this Jaguar new and drove it to Florida. On the way the Jaguar developed engine trouble and was left for repairs in Titusville, Florida. It sat in a shed for a considerable time, until a used car dealer, from Daytona Beach bought the Jaguar and had it repaired. The car at that time was the original Desert Beige color.

In 1957 Mrs. Irene K. Moon bought the MKV and drove it to Hollywood, California. She had to drive it at night to prevent it from overheating. It was registered in California as "JRC 186".

Mrs. Moon's son, Wally Moon was a film actor known as Waldo Kay Berns, inherited the Jaguar. Sometime in 1966 Wally Moon had rear-ended another car and the damaged MKV was left on his driveway. It had been painted Metallic Maroon by this time.

In 1975 Harmon Frankenburg of Canoga Park, California purchased the Jaguar in non-running condition, but found it too expensive to restore.

Keith Wilhelm of Burbank, bought the car in 1977 and superficially restored it. The restoration was, almost, entirely cosmetic and very poorly done. The Jaguar was still in non-running condition when he sold it to a California engineer, Per G. Ruuth, of North Highlands on October 15th 1984. The MKV was now painted Silver over Black and the interior had a zebra wood veneer.

The California engineer started an off-chassis body restoration in July 1985. However, his engineering skills provided the Jaguar with enhancements that took seven years, as a labor of love.

There was such a gorgeous body full of so many voluminous, mathematical, "French Curves" that, perhaps, some power should compliment this Jaguar beauty.

Power assist oversized brakes front and rear and an upgraded power drive-train with a super insulated firewall to keep the heat off the driver. All shown in the accompanying photographs. Reportedly, it will do zero to 60 MPH in 10 seconds.

Mr. Per G. Ruuth placed his expertly restored and enhanced Jaguar MKV on consignment with an Auto Museum in 2008. It was sold to Mr. & Mrs. Reynolds that year.

This magnificent machine was to receive trophy after trophy, one of which is "CONCOURS d'Elegance" 2009. Two significant trophies are from the United British Sports Car Club on May 18th 2014 for First Place Vintage Jaguar and May 21st 2017 for Second Place Vintage Jaguar.

John 2 Humen, the present owner, refers to his voluptuous MKV as a "retired trophy winner".

PART 2

SYNCHRONICITY

About a half century ago John 2 Humen was dating an off-Broadway star named Bernadette Peters, who resided in Queens, New York City and as synchronicity would have it, there was a Jaguar Dealership in Queens.

An old 1950 Jaguar MKV Saloon caught John's attention one day when he was about to see Bernadette. The Jaguar was in bad shape and expensive for its condition. Since John was a lighting designer for New York City night clubs, the MKV restoration parts would be acquired locally, so John bought the Jaguar after a great deal of negotiations.

A story of two Saloons both being a Jaguar 1950 MKV Cont.

The black and white Polaroid photograph shows John waving through the sun roof of his partially disassembled Jaguar and two color Polaroid photographs show John's restored MKV.

John did most of the restoration himself because he enjoys a challenge, as was the Queens Jaguar Dealer, who tenaciously searched the world to find a new, in the crate, radiator grill shell for John's 1950 MKV.

For the Jaguar's maiden voyage, John drove to the Xerox Research Center in Rochester, New York where he did experiments on liquid crystal displays. The day was clear and dry, so John decided to put "the pedal to the metal" to check-out performance. There was no surprise when flashing lights appeared in the rear view mirror. The New York State Trooper pulled the Jaguar over to the side of the road and smiled saying " I am not stopping you for speeding. I just want to know what is this beautiful car your driving?".

Keeping beauty in mind, John was last seen with Bernadette at her dressing room after she completed her on-Broadway performance and they made a quick dash out the back door toward his MKV.

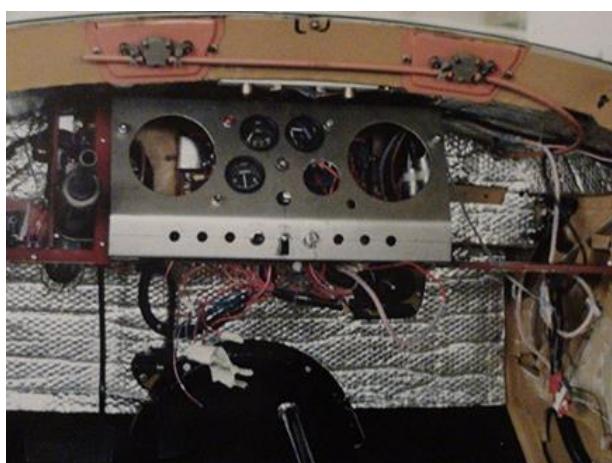
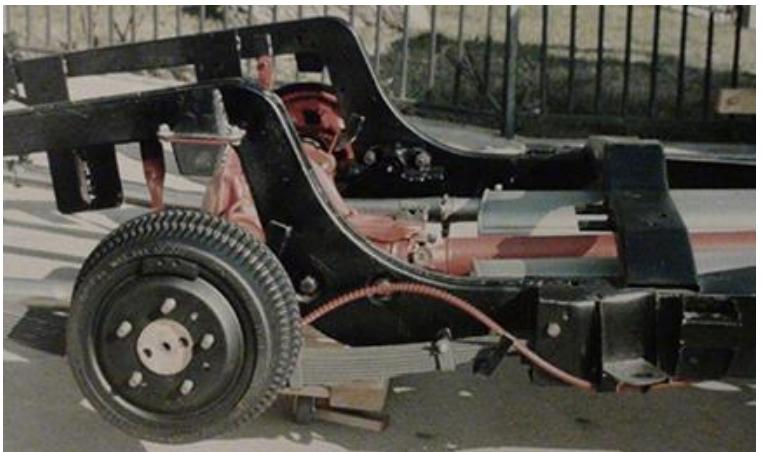
More synchronicity happened with the Jaguar when a person in a Rolls Royce recognized John's British vehicle and John was invited to a private showing at the New York City Museum of Modern Art. They became artistic collaborators and shared a penthouse near the museum. It is really great to drive a British automobile.

The Jaguar helped John obtain celebrity status, as did his art. Here is another black and white Polaroid of John's MKV in Manhattan with Cleo Odzer and Cooky Tandy, where they did a television interview.

It is believed that the Queens Jaguar Dealer sold the new MKV in PART1. above. John was told that only 1902 Jaguar 1950 MKV Saloons were exported to the U.S.A. from 1948-1951



More pictures next page



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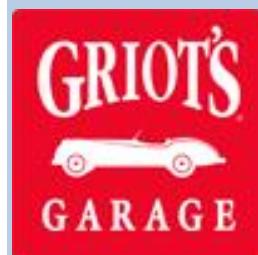
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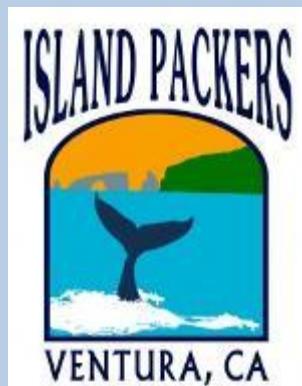


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In addition to our silk-screened regalia above, we are now offering for members, high quality club regalia. **Lisa Rizzo at Ventura Custom Embroidery** has our logo on file and can make almost any kind of regalia desired. Please visit our CCBCC Website 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) 805 491-3068 to order.

Please provide your name, size and desired item. If you want a shirt by the July car show, please get your order and money to me by June 15th. Checks are preferred but cash will be taken (correct amount is appreciated)

Club business cards available, no cost, keep a few in your car to give to people who might like to join.