

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 39 Number 3, April, 2023

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Glen Barker's current Jaguars

The E-Type is getting ready to travel back overseas to the UK for a summer of fun. We'll be touring France and signed up for the Le Mans Classic. I've reserved a spot to drive her on the Le Mans race circuit the morning before the real races begin. I did it last year, and it was such a blast, I decided to do it again this year...

My First British Car Continued on page 5

BUSINESS INFO



GENERAL MEETINGS:

2023 Meeting Dates, first Tues of each month.
We will meet at the Black Bear Diner, 2401 E. Harbor Blvd. Ventura (in the old Carrows)

April 4, May 2, June 6, Aug. 1, Sept. 5, Oct. 3, Nov. 7.

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 Glen Dewar
glen90210@hotmail.com

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

Your CCBCC Board Members For 2023

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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

“Fancy A Cuppa” Time with your President



Hello CCBCC, What's Cracking? Each month I hope to fill this spot with a short blurb that may pertain to the club, its members, trivia or maybe just some curious bits and musings. So, pour yourself a cuppa (In case you don't know that is English for a cup of Tea) and browse the club newsletter. Watch for new and interesting things every month and check out the contributions from your fellow members. We also look forward to your contributions!

This month I will start off with getting to know your new President. First off, I want to thank you for your vote. It was a hard-fought campaign with some seriously tough competition. A special thank you to all of my campaign staff and supporters that spent tireless minutes selling my virtues to the members.

I have been a car nut since, well the day I fell off of the Turnip truck. My 25 cent weekly allowance went straight to the local drug store that had the revolving display of Matchbox cars in all their shiny glory, so I guess you can say my car collecting started with British made cars! My first big person car was a 1966 Oldsmobile Cutlass, the Flintstone model (no floors). You see I grew up in Wisconsin and cars up there started to disintegrate the day after they were purchased. I quickly progressed to a 1971 Cutlass 2-door fastback that could lay rubber like nobody's business (This was important in High School, you know that!).

My first "Classic" and first attempt at a driveway restoration was a 1954 Mercury Monterey (purchased from a "little old lady" for \$600). Lots of weekends in Dad's driveway blocking his access to the garage. Well college and life came along and classics sort of disappeared. Used cars were the necessity but I always went for something odd. One in particular was a 1977 Fiat 131 2-door sport sedan that wore the F.I.A.T. (Fix It Again Tony) moniker proudly. One day my father came home from work wanting to park his car in the garage only to find me standing on top of my engine (still in the car) trying to pull a head off to replace the gasket.

That scene hasn't changed over the last 30+ years as Monica comes home now to find me doing something similar on one of our many cars and my allowance still goes to car parts. This month's letter has a vignette of a recent project on our latest edition to the collection. Look for it under "My Projects".

The newsletter has a couple of new sections, "My first British Car" and "My projects" where you can share your stories of a time gone by, or how you are getting your current classic back on the road. They can be a short excerpt or a tall tale as you never know who might glean a bit of information from your experience that helps them advance their project, so please contribute and contribute often!

Ok, well your cuppa is probably cold by now and life is calling so have a great day. I will be on vacation for the April meeting but I hope to see everyone at the May club meeting.

Cheers,
Ted Carlsen

NEW MEETING LOCATION for 2023



Our new meeting location is The Black Bear Diner on Harbor Blvd at Seaward in Ventura. It is in the old Carrows building. There is no charge for the room which has gotten quite common at other restaurants.

They have a separate room where our noise won't bother others and vis versa. They have a large screen TV for us to use for our videos. We won't get too hot or cold in there and there is plenty of seating.

We are using a fixed menu of 6 or so items. That can change monthly with enough notice.

Welcome New Members

Steven Schryver #135
1972 MGB (original owner)
Laguna Hills

Aaron Wexler & Tiffany Carson #136
1967 Triumph TR4A IRS
Santa Barbara

Sam & Pam Small #137
1974 Triumph TR6
1967 Jaguar XKE
Ventura

New Monthly Articles, Need Submissions



Eric Baldwin had a great idea for a monthly article. A few paragraphs of your very first British Car. You may not have a picture from this time; but there are stock photos of all British Cars on the web. Please see page 14-19 to read the second article by Joel Justin. We would like to keep this going. Please submit article and picture(s) to dtreid@gmail.com

I am sure you all have stories to tell. I'll correct spelling and punctuation for you.

All 162 members had a first British Car. Maybe it is your daily driver currently, a show car, does not matter, please send me a small or large article with a pic or two for the newsletters that follow.

Daisy Tatum will have the May article.

Our new president, Ted Carlsen has an idea for a new article, what is the current work you are doing to your LBC? His article starts on Page 19 and will be continued in the May newsletter. It's also his first British Car!!

Me Mum's TR6, My First British Car by Glen Barker



Ok, this TR6 wasn't exact my Mom's, but she did have to travel to England and pick the car up for me. She was a British War bride, and married my ol' man in 1945. I came along a couple of years later. In 1969, she paid for my air ticket to England to visit my English relatives and tour around Europe on a used Triumph motorcycle for 3 months. I have to say that my English relatives were a whole bunch more fun and interesting than my Dad's (mostly Southern Baptist). Also, two of my younger English cousins were car crazy and loved to dis' American cars vs British sport cars. That's when I first got started with my love of most British automobiles. But, I digress...

So, in 1973-4, I decided that I needed a British Sports Car to replace my Harley Davidson and Chevy Corvette. At that period of time, European car manufacturers were promoting deals where you could purchase a car directly from the factory, drive it around on a European vacation for 30 days and then ship it back to the States as a used car to save a bunch on import taxes. Sounded good to me. I happened to be enlisted in the U.S. Coast Guard and stationed near Norfolk, Virginia. So, for my Christmas leave, I flew back to California to show the brochure for a TR6 to my Mother. She was planning a trip back to the UK to visit her family that summer. Perfect timing.

So, I put an order in with British Leyland for a Mimosa Yellow TR6 (Calif. Spec'd) with Overdrive, luggage rack, and Hard Top as optional equipment. All my Mother had to do was get to the factory, sign the paperwork, and drive the car back to my Aunt and Uncle's home. One of my cousins that I had met in '69 was to drive the TR6 for a month and then deliver it to the docks in Portsmouth or South Hampton.

Chris told me later how much he enjoyed driving around in a brand new TR6 as it was great for "pulling birds". I have no idea what that means? And, as a small 'Thank you' gift, he 'hid' a couple of bottles of English beer and copies of Mayfair magazines in the 'boot'.

The car was then shipped to Baltimore where I traveled to pick up my new 'used' car that I had never seen before. There she was in the customs lot covered in dirt and grim. Beautiful. Then the customs agent asked for the trunk key for a quick little search. I told him that I didn't have one and there wasn't one with the ignition key. So, he gave me a phone to call the local lock smith as this wasn't the first time this sort of thing had happened. So, I had plenty of time to think up some excuse for what the agent was about to find when boot lid was finally opened.

An hour later the lock smith finally arrives and quickly unlocks the trunk. Clean as a whistle. No beer or mags to be seen. I'm in the clear. So, time to start her up for the first time, and enjoyed the hell out of the drive back to Norfolk, all the time wondering where Chris would have hidden the contraband?

My First British continued



The mystery was solved by another Coastie buddy of mine. The car was shipped on a 'RO-RO' (roll on – roll off) ship. So, the crew has custody of the keys to all the cars at sea. They then rummage through the cars during the voyage to see what they can pilfer. I learnt my lesson, and now only ship my E-Type back and forth to UK in a 20-foot container with marine insurance added on.

I kept that Triumph thru my time in the Coast Guard. After I was discharged (honorably), I drove straight up the East coast with my dog and another C. G. buddy. I dropped Bill off at his brother's place in Maine and continued up to New Brunswick, Canada. At the Trans Canadian Highway, I turned left and headed to British Columbia, made another left turn, and returned back to my Mother's place in California 18 months after picking the TR6 up in Baltimore.

I kept that Triumph for the four years I lived near Half Moon Bay where I learnt to 'pull birds' (see Figure 2-3). Then I got a great job near Galveston working on research ships. A year later, I got transferred to our London office, and decided to let the TR6 stay in the States as she was a LHD and I would pick up my next British auto but with RHD this time.



Figure 2 - Parked at beach near Half Moon Bay.



Figure 3- Pulling birds (later to become my wife)

English for "Chick Magnet"



MOVIE NIGHT AT JUSTINS

Movie Night

& MIKE GUSTAFSON'S BON VOYAGE PARTY

Saturday, April 15th
at the Justin's

Happy hour, dinner and socializing from 5:00pm to 8pm
Outdoor movie starts at 8:00pm
(or as soon as it's dark enough)

Bring:

- Your favorite beverage (adult or otherwise)
- Dinner (BBQ, oven, microwave are available, or cold food)
- Folding chairs
- Jackets, wool caps, blankets (in case it gets cool after sunset)



Popcorn will
be provided!!



RSVP to Joel at j_bar_j@hotmail.com or sign-up at a meeting



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AUGUST
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Downtown

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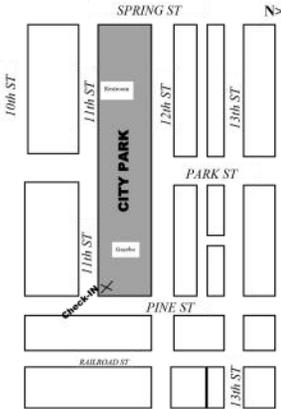
A Family Day featuring
Recycled Treasures,
Vintage Sidecars, & Antique
Motorcycles & Vehicles
Electric Cars



Saturday, April 22, 2023

**Kurt Lanse is
the point of
contact for this
run. He will be
leaving 0630
from behind the
Black Bear
Diner**

**hthazman@aol.com
Email for more info**



PARKING:

Downtown has paid parking 7 days a week from 9 am to 5 pm. You get two free hours, BUT must register your plate number at the parking kiosk for the two free hours. Register at the kiosk on the corners. If you have a HANICAP PARKING PLACARD, you can park in any space (not Red), you do not have to park in only Handicapped Spaces; you do NOT need to register your vehicle plate number; you only need to hang your placard.

Downtown Paso Robles Main
Street Assoc.
835 12th Street "D" (Norma's Way)
Paso Robles, CA 93446

**Downtown Paso Robles
Main Street Association**

835 12th Street "D"
Paso Robles, CA 93446
(805) 238-4103 FAX (805) 238-4029
E-mail: info@pasoroblesdowntown.org
Web: pasoroblesdowntown.org

VINTAGE SIDECAR, BRITISH VEHICLES & MOTORCYCLE RENDEZVOUS APPLICATION

TODAY'S DATE: _____

NAME: _____

STREET: _____

CITY/ZIP: _____

EMAIL: _____

PHONE: _____

of Sidecars _____ @ \$20 ea. = \$ _____

Motorcycles _____ @ \$20 ea. = \$ _____

Vintage Cars _____ @ \$20 ea. = \$ _____

Electric Cars _____ @ \$20 ea. = \$ _____

Deadline April 10, 2023.

Fee is \$25 after April 11, 2023.

I agree to indemnify, defend, waive, release and hold the Paso Robles Main Street Program and the City of Paso Robles harmless from any and all liability, claims and causes of action for injuries to person or property arising out of or related to this Vintage Sidecar Rendezvous event, specifically including, without limitation, injury or damages to my sidecar, motorcycle and/or vehicle including contents, merchandise, employees, contractors, guests, customers, invitees and all other third parties.

SIGNATURE _____

MAIL TO:

Paso Robles Main Street

835 12th St. "D", Paso Robles, CA 93446

Deadline for Application: April 10, 2023

All space assignments will be on a first come — first serve basis.

INFORMATION

ALL ATTENDEES:

You are attending this event to show your sidecar(s), vintage car(s), and/or motorcycle(s) only. If you are selling retail items, you must complete a vendor's application from the Paso Robles Main Street Association.

For a vendor application, call 805-238-4103 or download one from pasorobledowntown.org.

APPLICATION DEADLINE -

PREREGISTRATION:

Applications must be in office by Monday, April 10, 2023.

SPACES: \$20.00 in advance
(\$25 after April 10, 2023)

CONTACT INFORMATION:

Main Street office at 805-238-4103 (or info@pasoroblesdowntown.org).

LOCATION:

Downtown Paso Robles City Park -- Pine Street side of the park. Check-In at corner of Pine and 11th Streets.

SET-UP TIME:

7:00 a.m. Sidecars & vehicles must enter park from corner of 11th and Pine Streets. Space is forfeited if not occupied by 8:30 a.m. Spaces must be cleared, streets opened by 3:30 p.m.

RAIN OR SHINE:

Event goes forward rain or shine.

PARKING NOTICE:

Sidecars, Motorcycles, and Vintage & Electric Cars only in park. All other vehicles must park 1-2 blocks away from the city park leaving plenty of attendee parking. Paid parking downtown now 7 days a week from 9 am to 8 pm.

LIMITATIONS:

Attendees responsible for cleanup and removal of debris after event.

For more information:

Contact Karyl Lammers at 805-459-6239 or Main Street office at 805-238-4103 or info@pasoroblesdowntown.org.

Main Street office: (805) 238-4103
FAX (805) 238-4029

EVENT DATE:
April 22, 2023
9 am to 3 pm



**NO DOGS ALLOWED IN
CITY PARK**
Paso Robles City Ordinance 489

QUEENS ENGLISH CAR MEET



**SUNDAY
APRIL 23
9AM - 4PM**

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

DIRECTIONS: Woodley Ave. between Burbank Blvd. and Victory Blvd. just North of the intersection of the 405 and 101 Freeways. (531 F7)

Info: (626) 797-4221 info@queens-english.org www.Queens-English.org

GATES OPEN AT 8:00 AM FOR EXHIBITORS

ENTRY FORM FOR PREFERRED ADMISSION AND PARKING

Years makes &
models: _____

Owner's name: _____ Tel: _____

Address: _____

Email: _____

1st Car \$25, 2nd Car \$20, 3rd or more Free 1st Motorcycle \$20, 2nd \$15, 3rd or more Free

Swap Meet **USED AUTO PARTS ONLY** \$25 per space _____

Commercial vendors \$100 per space. _____ **MUST PRE- REGISTER BY March 25**

Amount Enclosed: _____

RELEASE STATEMENT (Must be signed by registrant) I hereby agree to the following conditions for attending and entering vehicles in Queens English at Woodley Park on April 23, 2023. I agree to release the organizers, volunteers, staff and the City of Los Angeles from any and all liability for injuries, damage, or loss arising from my entry and attendance at said event.

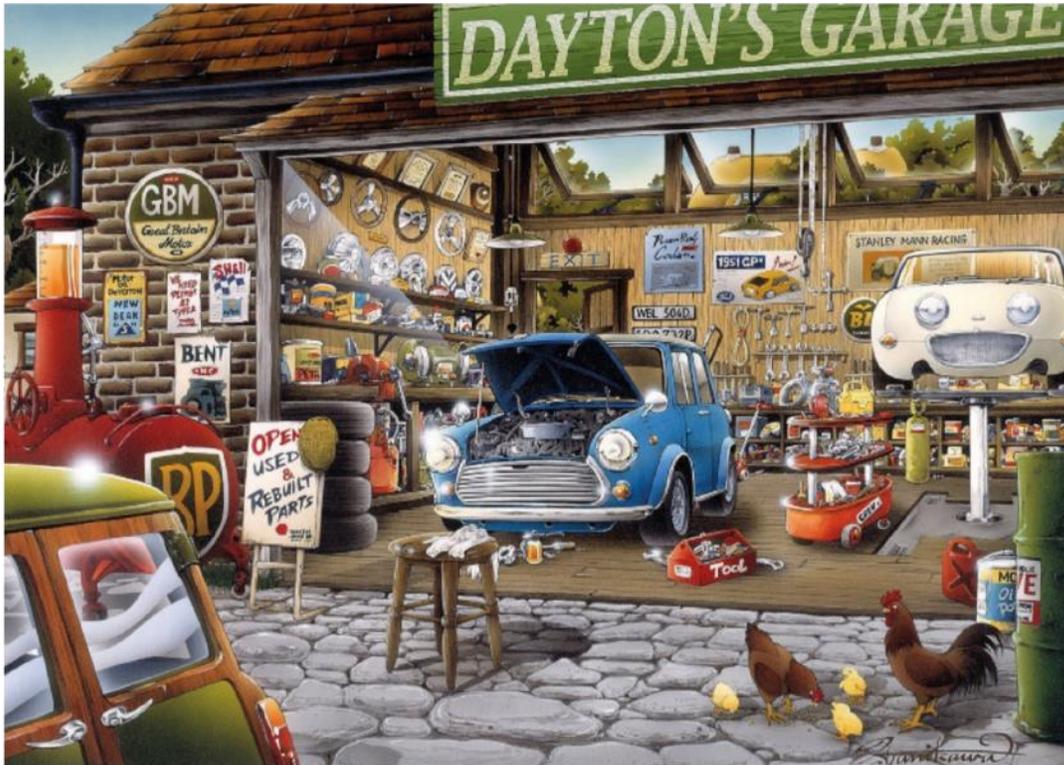
Signed: _____ Date: _____

Mail Entry and Payment to: **QUEEN'S ENGLISH
P. O. Box 2299
Toluca Lake, CA 91610-0299**

Please make checks payable to: "QUEEN'S ENGLISH" Please mail by April 10, 2023

Register online at www.Queens-English.org **Late registration \$30 at the gate.**

CCBCC Cars, Coffee and Garages (*and drive*)



When: Saturday, May 6th

Drive Departure Time: 8:30 am

Starting line: CVS parking lot, 5800 Santa Rosa Rd., Camarillo

Checked flag: 136 Cerro Crest Dr., Camarillo

What: Seven cars/three garages

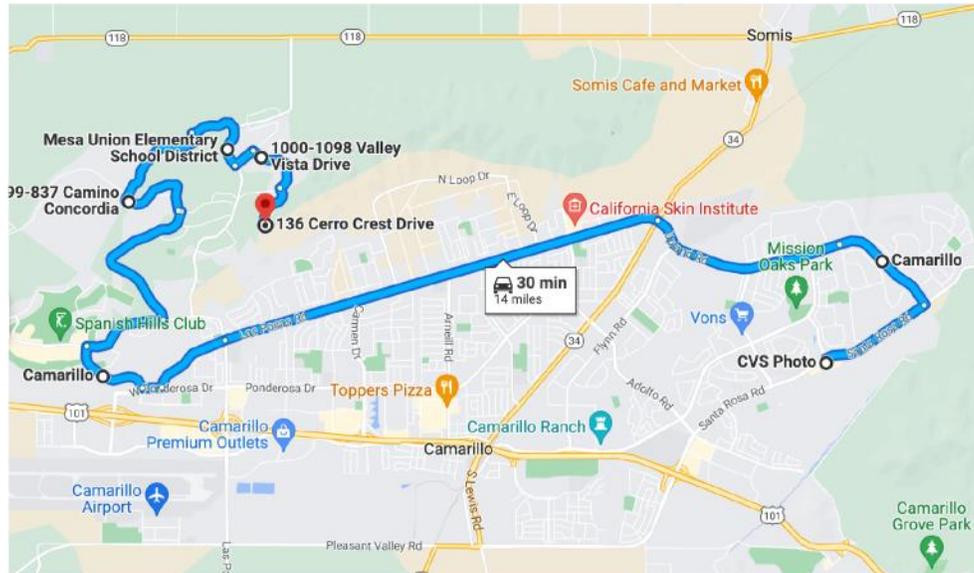
R.S.V.P. by May 3rd to t-carlsen@roadrunner.com

Let me know if you will be at the starting line or only at the checkered flag.

For those of you who do not wish to participate in the drive you can arrive at the finishing line at 9:00 am to join us.

The collection is a little leaner at the moment as we have recently sold a few cars but you can preview present and past vehicles owned on our website at carlsenclassiccars.com

CCBCC Car, Coffee & Garages Directions



Drive directions

1. Exit CVS parking lot and turn right onto Santa Rosa Rd. for 1.4 mi
2. Turn left onto Upland Rd for 2 mi
3. At Somis Rd (hwy 34) Upland changes to Las Posas Rd, continue straight through the lights for 3.6 miles.
4. At Crestview Ave. continue straight onto Earl Joseph Dr. (Nancy Bush Park will be on your right) for 0.7 mi.
5. Turn right onto W. Ponderosa Dr. for 0.2 mi.
6. Turn right onto Camino Tierra Santa for 0.7 mi.
7. Turn right onto Crestview Ave. for 0.7 mi.
8. Turn left onto Avocado Pl. for 1.4 mi.
9. Turn left onto Calle Aurora for 128 ft.
10. Turn right onto Camino Concordia for 0.7 mi.
11. Turn right onto Ramona Dr. for 0.8 mi.
12. Turn left onto Fairway Ct. for 390 ft.
13. Turn right onto Fairway Dr. for 0.7 mi.
14. Turn left onto Deseo Ave. for 0.2 mi.
15. Turn right onto Valley Vista Dr. for 0.4 mi. (steep hill ahead)
16. Turn left onto Cerro Crest Dr. for 0.4 mi.
17. 136 Cerro Crest Dr. is on your left.

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BRITISH CAR SHOW!





The Annual All British Motoring Show and Swap Meet May 21, 2023

All registered entries will receive a dash plaque, goody bag and a ballot for voting in the Participants' Choice Awards. This is a show for the pleasure and company of others who share your interest in vintage British machinery. Judging is by popular vote of your peers, each of whom has a vehicle entered in the show. Each entrant receives one ballot and may cast one vote per class.

Close of mail-in registration is May 2nd. There will be no day-of registration!

Vendors and participants set up at 7:00 AM. Gates open to the public at 8:00 AM. Final registration: 10:00 AM. Awards presentation: 1:30 PM.
British motorcycles and race cars are welcome! - Show held unless there is heavy rain. - No awnings, tents or trailers in the show area.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone: (_____) _____

Vehicle 1: _____
*Year: Marque: Model: Body Type: Color: *Race Class?*

Vehicle 2: _____

* If we have enough vehicles to set a race car class, would you want to put this vehicle in this class? If yes, check the box.

Vehicle Entry _____ Swap Meet _____ Business Vendor _____ Food Vendor _____
\$35 each vehicle \$40 per space \$42 per space \$42 per space

Place the total of these amounts onto the Entry Fees line near the bottom of the form.

Commemorative Shirts

with double-sided art featuring the show logo, are available through pre-orders until **May 2nd**.
 A limited number will be available the day of the show. Please indicate size, color and quantity on this registration form.
 Shirt price is not included with entry fee. Shirts not picked up the day of the event become property of the UBSCC.

STYLE	SIZES	COLORS	PRICE	SIZE & COLOR	TOTALS
T-shirts: <i>Short Sleeved</i>	S-XL	White, Blue, Green, Red	\$24	1 _____	\$ _____
	XXL		\$26	2 _____	\$ _____
	XXXL		\$28	3 _____	\$ _____
Ladies' T-shirt <i>Short sleeved v-neck</i>	S-XL	Blue, Red, Green	\$23	1 _____	\$ _____
	XXL		\$25	2 _____	\$ _____
	XXXL		\$27	3 _____	\$ _____
Polo shirts	S-XL	White, Blue, Green, Red	\$36	1 _____	\$ _____
	XXL		\$40	2 _____	\$ _____
	XXXL		\$42	3 _____	\$ _____

Entry Fees: \$ _____ Shirt Total: \$ _____ Total Paid: (entry plus shirts) \$ _____

My signature releases: The United British Sports Car Club, its officers and agents; Dixon Fairgrounds, its officers and agents; participating British car clubs, their officers and agents and all other sponsors, directly or indirectly connected with this event, from any liability and/or responsibility for personal and/or property damage caused by me and/or any member of my party.

Signature: _____ Date: _____

Make checks payable to: **UBSCC**
 Mail to: **P.O. Box 161974, Sacramento, CA 95816**
Completed entries and checks must be postmarked by May 2nd



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. I will have to resort to pictures of bunnies, if I don't get car pics.

We have 137 members, please someone send me a nice picture of your ride for me to put on the front covers???????????

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.

A New Cars and Coffee by Brad Cardwell



Cars and Coffee at Crossroads Church will be on the fourth Saturday of the month. We just established a public Facebook page <https://www.facebook.com/groups/948827036240338> and we will be posting photos and announcements concerning the event. The address is 161 Plaza la Vista in Camarillo, and the facility is on the corner of Outlet Center Drive and Plaza la Vista. We will have coffee and donuts available for a donation and if you want Starbucks there is a Kiosk in the outlets about a two-minute walk from the church, it also opens at 8 which is why we scheduled our event from 8 -10.



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sports-car-art.com

Suggestions for Runs, Brunches, Or Visits



We are almost into the third month of the year and the club has only a few plans for car runs. Below are numerous suggestions, some we have done in the past and others are new. We need the general membership to step up and offer to take charge of one so we can show off our rides. With 162 members, there are usually just 3-4 people who always are the point of contact for a run.

Suggestions include:

1. **US. Navy Seabee Museum**, Pt. Hueneme, contact info: (805)982-5167, www.history.navy.mil
2. **Bennet's Honey Farm**, Filmore, contact info: (805) 521-1375
3. **Santa Susana Depot**, Simi Valley, contact info: (805)581-3462, www.santasusannadepot.org
4. **Neptunes Net** serves breakfast and lunch. Contact info: (310)456-3095, www.neptunesnet.com
5. **Getty Villa**, Malibu, contact info: (310)440-7300, <http://www.getty.edu/visit/villa/plan/>
6. **Adamson House**, Malibu, contact info: (310)456-8432
7. **The Peterson Museum**, Los Angeles, contact info: (323)930-2277, <https://peterson.org/visit/>
8. **Leonis Adobe** Ranch and Museum, Calabasas, contact info: (818)222-6511 or email karen@leonisadobemuseum.org.

The club only does about 9 runs a year. We usually do not do one in October as that is our car show and we have the teddy bear run in November, December is the Christmas luncheon.

If you would like to plan and lead one of these suggestions or have your own, please coordinate the calendar with Terry, dtreid@gmail.com

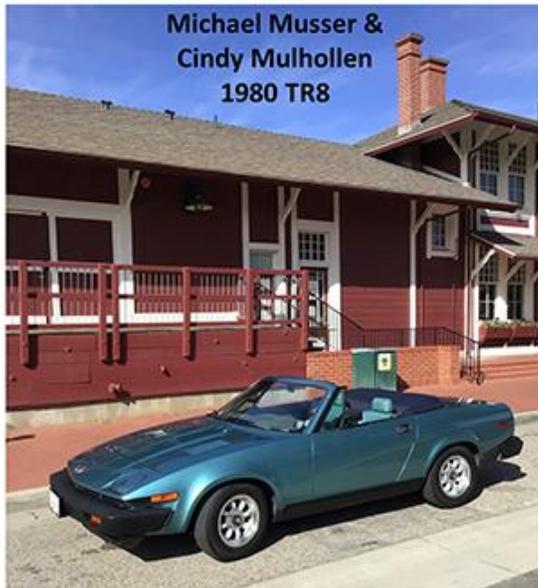


Sunday, May 7, 2023 11am to 5pm

**AT CONEJO CREEK NORTH PARK
1379 N. CONEJO SCHOOL RD.
THOUSAND OAKS, CA 91360**

For the application go to: <https://tochilicookoff.regfox.com/car-show-application>

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**Drive Your Triumph Day
February 10th, 2023**



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My first British classic car & repair 2023 - Part I

Rebuilding a 1969 Triumph GT6+ Rotoflex rear suspension



First born

This is my first non-American (and British) classic car that is about to challenge my mechanical skills. Even though automotive principles apply to all cars, every manufacturer seems to have their own interpretation on how to accomplish the same tasks. First and foremost, this has to be the smallest car I have ever worked on; heck my Quickjack lifts don't even fit between the wheel base (where did all this garage space come from?). Second, a Rotoflex suspension is as foreign to me as the car. After all, who thought putting a rubber donut in the middle of the driveline was a good idea? On the flip side this is basically an early CV joint so kudos to the engineer I guess. Probably the most impressive thing to me is that Rotoflex donuts are still manufactured, who knew! I would have thought these parts would have gone the way of the Dodo bird.



“Rotoflex driveline”

My first British classic car & repair 2023 cont.



What follows is a journal or perhaps a ramble of my journey through my first time dealing with such a unique suspension. I am not a professional mechanic nor do I claim to be one but I did sleep at a Holiday Inn once. Also, part of owning classic cars is the enjoyment of maintaining and repairing them yourself. I prefer to learn something new rather than send it off to a shop. Besides, the end result is not just personal satisfaction but I get new tools out of each and every project! I also get to practice my cursing... So buckle up, follow along, commiserate and poke fun at my mishaps. We have all been here at some point in our classic car ownership. When you finish this, get into the garage and get dirty.

Why embark on such a task in the first place?

Adventure, curiosity, necessity, budget, glutton for punishment? The answer is yes to all of the above and more. After inspecting my suspension I noticed the Rotoflex rubber appeared to display significant aging and some of the bushings in the suspension had perished. I then looked on the web and discovered everything I would need (at least thought I would need) appeared to be readily available. A quick look and the job looked reasonable: disconnect the inner axle, slide the donut off, slide a new one on, bolt it back up and Bob's your Uncle, two hours later I will be working on the other side and two hours after that I will be drinking a beer relishing in my newfound accomplishment. After all, this car was restored in the early 1990's with multiple photos displaying a completely disassembled car so it would stand to reason that I would not have to deal with rusty frozen bits from 1969.

And now the rest of the story...

After five days of blood, sweat, tears, busted knuckles, colorful metaphors, neighborhood disturbances, multiple trips to Harbor Freight and multiple calls and texts to friend and noted Triumph collector (Joel Justin), followed by a complete tear down of the entire left side driveline, I completed **ONE SIDE!** It seems that in the 30 years since restoration, surface corrosion found its way into every fastener locking everything tighter than Jack Benny's Wallet! I also discovered that the restoration team in the 90's decided to leave certain parts untouched as they were unable to free them as well, thank you very much!

Ignorance travels where the informed detour

Despite having a repair manual, the visual part of my brain said "I got this"! I dove in navigating the microscopic spaces of a Triumph while imagining I was in the Fantastic Voyage ship smaller than the object I was invading. First removing the inner axle with only minor frustration and immediate removal of knuckle dermis. I pulled the axle out and said "hey" as long as this is out I'll replace the u-joints, set that aside for later. Now I go to slide the Rotoflex donut off, suddenly realizing the massive flaw in my plan. The rubber donut does not stretch and has to come off the other side! DANG! (Not really the word I used but you get the idea.).

This thing is not going to come off the way I planned!





Well I didn't really want to mess with the brake lines and hubs etc... but now I have no choice, or do I? Perhaps I can just pull the hub, move the brake plate to the side and pull the donut off. First step, remove the center lock wheel adapter, no problem, now the brake drum. Two safety screws removed and ugh... the drum won't budge. E-brake released-check, brake shoes backed off-check, all screws removed-check. Do I need a puller?? First text to Joel, he says no puller needed. Pry bar, hammer, no go. Ok torch time, heat, a little more heat, a little more hammer tapping, a little more prying and Ping! Brake drum in my lap hmmm. Well the brakes all look really recent so somebody has been in here recently, at least the brakes don't need a rebuild.

Now the hub, this needs a puller. I rummage through the puller drawer and all my pullers are for big American ocean liners. Web search says there is a custom Spitfire puller, looks nice but \$200 and shipping time were not in the cards. Second text to Joel, do you have one of these? "No, I used my press". Hmm, tough to use a press when the driveline is still attached to the car although the car is pretty small, maybe I could just tilt the car sideways in the press? Nope, probably not. I still have this silly fantasy that I am going to fix all this under the car. Off to Harbor Freight for some claw pullers (new tools, yippee!!).

Back to it, attach claw pullers, crank! Crank! Crank! Something is going to break! Back off and try again with heat, hammer and wrench, zilch, nada, bupkiss! Some light alcoholic beverage consumption (just a pint) and I capitulate that I will have to remove the driveline assembly from the car. Day One of my four hour project has come to an end.

It's a new day

Revived and no longer in denial I begin the driveline removal process, not realizing that I now have the removal sequence completely bolloxed and out of sequence. I continue to amplify that problem as I remove more parts (remember that instruction manual thing?). Brake line removed, radius arm disconnected, damper off (shock in American words), I head for the wishbone bolt (floppy thing also known as an A-arm in American) that connects to the vertical link (vertical thingy that holds everything together) with the wheel and the aforementioned stuck hub attached. Talk about frozen! This thing feels like it is welded to planet earth and because I have everything detached in the wrong order, leverage has vacated the premises for more promising endeavors with a real mechanic. Fortunately, the bolt holding the other side of the wishbone to the frame comes freer than all the gifts I've won in my spam email. The last bolt holding this mess together is the attachment to the leaf spring. Bang, this lump of parts that make up the driveline lands on the floor.

Vertical link,
wishbone, brakes,
inner axle, hub
and Rotoflex still
all together



This lump has more stuck on appendages than the sea monster attacking the Nautilus. How do I get this into the press to release something? After multiple Rubik's cube permutations, the assembly is braced enough to press on the axle shaft. This should slowly push out but judging how the puller worked I was just hoping I didn't need all of the 20 ton press. Just as I was scared enough to back off there was a massive POP and the outer axle was laying in the press free as a bird! Awesome but I still have more parts to go but now at least one of the multidimensional pieces is separated.

Outer axle and Rotoflex released from the hub

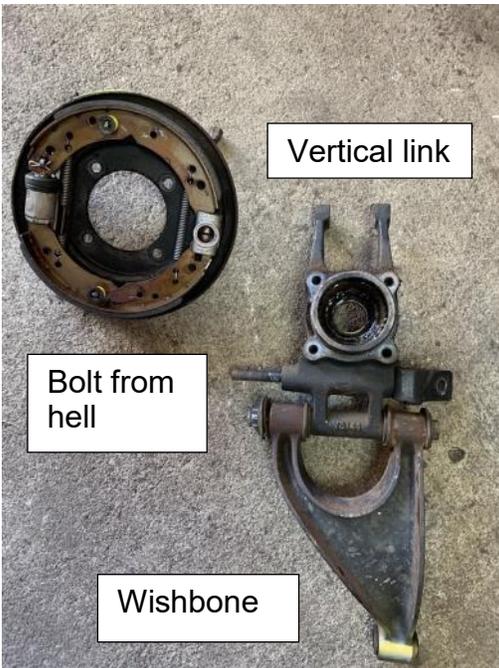


I go back to the vice foolishly believing the bolt holding the wishbone on will now suddenly capitulate after seeing what pressure I can bring to bear. Nope, breaker bar is just moving the vice and the entire work bench. Ok, back to reconfiguring the cribbing on the press to avoid the oddly shaped wishbone and try to push the frozen hub out. The backing plate is in the way but I can't remove it until the hub is off. More cribbing and shimming in the press gets me a stable base to push the hub out and much to my relief with some effort the hub slowly progress out of its lifetime residency. It also reveals its reluctance to depart as what is left of the bearing grease looks like molasses and smells like a sweaty sock in a peat bog. Add new bearings, races and seals to the parts list!

Last challenge (not really)

Extricate the wishbone from the vertical link is the last part to disassemble. After copious amounts of heat, extreme violence and new-found expletives I was feeling defeated. This is a first, as I have never lost to a frozen bolt before. Contact number three to Joel, did you have any of these problems? Should I just leave it? Day Two of my four hour project has come to an end.

Wishbone still attached to vertical link



Last challenge (not really) continued...

I can no longer tolerate a defeat, I will be victorious! It is a new day and nothing can stop me! Time to get medieval on this sucker! Out comes the sawzall and carbide drill bits. I cut through the bolt on both sides and free the wishbone. Finally, I am down to one dimension but now what have I done? The vertical member is a cast part not reproduced and I have a sawed-off bolt stuck inside. Keeping up my courage the carbide drill bits come to bear, showing that frozen bolt who is really boss. Meanwhile in the back of mind there is this voice saying "don't screws this up, you have to drill dead center, really, no pressure!"

I drill about 2/3rds of the way and the drill bits are paying the price. I decide to stick a piece of the cutoff bolt in the hole and perpetrate more violence when the remaining piece of the bolt slides out. What? You couldn't have done that yesterday? Finally, the vertical link is free of its Russian occupiers! Never give up, never surrender! As a side note, I also discovered the bushings in these parts had not just perished but had turned to dust. This is when I realized the restoration shop in the 90's just skipped this hole part because it was "too hard", weenies!



“Separated vertical link”

Oh Yah!

Remember the whole purpose of this was to replace the Rotoflex donut? What ever happened to that? Well it is still on the outer axle and it doesn't look like it comes off the other side either? What the...? Call number four to Joel, turns out Joel has had too many Whiskeys and can't remember how he got his off so many years ago. Dang (again, not really what I said)! And it's not just the donut, I still have bearings on the hub that are immovable and stink of raw sewage. All this work and that shiny, supple new rubber Rotoflex is sitting on the bench mocking me. Off to Harbor Freight again for yet another bearing puller (I am so glad they moved closer to the house, but new tool number two). Day Three of my four hour project comes to an end.

Story Continued next month

Classfieds

Midgets for sale, Santa Maria. I need to downsize my collection. I don't drive them much, and I'm loosing my storage area. I also have several roll bars, MG and TR6 fenders for sale.



A recently painted midget, project...some new parts,

Engine and trans included. Not sure on price. Reasonable offer



BSA Lightning—
\$5000. Runs, but needs
tune , carbs.

Classifieds continued



Racing!. Midget.... Slightly lowered, 1275, 5 speed, runs drives, and starts well. Chrome Wires. \$3200.



1970 tr6... I have owned for 20 plus years. Decent Driver.. needs tlc.. new!top. Newer tyres. Runs and drives.



TR3. Overdrive, newly painted hardtop, luggage rack, very good condition

Grant Christensen
notnewaviation@hotmail.com



New Car show, Organizers of the Old State Street Ntls.

Classics
WITH THE
CARDINALS



**Registration Fee: \$55.00
which includes one t-shirt**

Two ways to enter,
ONLINE with a credit card or by
check via US MAIL.
REGISTRATION CLOSES
June 10th, 2023

Saturday, June 24th, 2023

No Refunds

ONE VEHICLE PER FORM

Name _____

Address _____

City, State, and Zip _____

Phone # _____

Email _____

Year/Make/Model/Color _____ Trailer Parking: YES NO

Our Inaugural Show is Presented by

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T-Shirt Size: SM MED LRG XLG 2XL **VEHICLES THROUGH 1988 will be JUDGED all others are Display Only**

Please indicate a category for your vehicle, cost of \$55

ENTRANCE GATE

Back Parking Lot at BDHS, gate closes
at 8:45 am, no one will be able to
enter after the gate is closed

GROUP PARKING

If you want to park with your friends,
you need to come together

PARK TOGETHER

Equals

ARRIVE TOGETHER

For more detailed information about
the show, visit us online at
www.classicswiththecardinals.org

Open Street Rods through 1950
Closed Street Rods through 1934
Closed Street Rods 1935 through 1950
Stock through 1960
Stock 1961 through 1966
Stock 1967 through 1988
Modified or Custom through 1959
Modified or Custom 1960 through 1966
Modified or Custom 1967 through 1988
Trucks through 1950
Trucks 1951 through 1957

Trucks 1958 through 1988
El Camino's / Ranchero's All Years
Camaro's / Firebird's All Years
Corvette's All Years
Mustang's All Years
Cobra's
Tri-5 Chevy Stock
Tri-5 Chevy Modified
Lowrider's All Years
Euro / Asian All Years
Display Only – Non Judged

**We reserve the right to add, modify or eliminate any and all categories.
Categories with 4 or less entrants, the category will be eliminated, and the
entered vehicles will be moved to an appropriate category**

Liability Release Form – Must be signed in order to participate in the "Classics with the Cardinals". As a participant in the "Classics with the Cardinals," I agree to hereby hold harmless the "Classics with the Cardinals" Car Show Committee, Bishop Garcia Diego High School, and all participants in the "Classics with the Cardinals" from claims of loss / or harm regarding said event. I agree to abide by all standards and rules set forth by judges and organizers of the "Classics with the Cardinals." I agree to allow the Show Committee to utilize photos of my car for advertising purposes, either this year or in future years. By signing below, I hereby agree to accept the final judgment and award of prizes by the "Classics with the Cardinals" committee. I understand and accept all rules and claim by my signature that all the above is true and correct.

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www.classicswiththecardinals.org
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GoF West 2023

Oct 16-20, 2023
Carlsbad, Calif

It is official, GoF West will celebrate it's **51st annual event!**

Registration forms should be available in early January

Gathering **O**f the **F**aithful is truly an opportunity for MG owners to enjoy their cars with other MG owners from Western States, Canada and beyond

Celebrating 100 Years of MG
First Morris cars with MG badging occurred in 1923 and were known as Kimber Specials

Mark your calendars and plan to be there!



The **M**arque of **F**riendship

GoF West was begun in 1973 at Santa Barbara, CA by Al Moss, Pete & Fran Thelander, Warren & Ann Wendt, Mike Walsh, Jan Verbiesen & Gary Rand



GoFWestInc@gmail.com

More information will be posted on the GoFWest.org website as available.

GoF WEST Registration Form



GoF WEST 2023 Registration Form Carlsbad, California Oct 16-20, 2023

Regist. #
staff use

\$60 USD before March 31, 2023
\$75 USD Apr 1-Aug 31, 2023
\$100 USD as of Sept 1, 2023
In-Spirit \$30 USD



In-Spirit registrants will receive a patch,
pin, dash plaque and event guide

Cancellations will revert to "In-Spirit." If received by May 31, 2022 the remainder less fees incurred will be refunded. If received after May 31, 2023, no refunds will be given.

Names — as you want them on your name tag and the event guide

Last Name _____ First Name _____

Co-driver _____ First Name _____

Children, under 12, (or dependents) who will be attending with you: _____

Address _____

City _____ State _____ Zip Code _____

Country _____ Phone #1 _____ Phone #2 _____

Email _____ Note: Registration confirmation will be sent by email

Primary Club Affiliation (if any) _____

Other Club Affiliations (if any) _____

Have attended _____ GoF Wests or this is my First GoF West

MG to display*: Year _____ Model _____ Color _____ If your MG has major mods from stock, please check here and list on the back (such as non MG engine or exterior resembling a different model)

want my MG listed but will not display

* Please notify us ASAP if you later plan to display a different MG so we can plan out the car display and have adequate class awards

Will you be bringing a trailer? Yes No

Will you participate in the rally? Yes No

Will you stay at the Holiday Inn? Yes No

Participate in the funkhana? Yes No

Method of Payment: PayPal
send to
GoFWestInc@gmail.com

Zelle
send to
GoFWestInc@gmail.com

Check
Make checks
payable to GoF West

Hotel Information:

Holiday Inn Carlsbad
2725 Palomar Airport Road
Carlsbad, CA 92009
Phone - 760-438-2725

"GoF West 2023" rate of King-\$159* or Two-Queens-\$189*
To get group rate, reserve by Sept 15, 2023.

* Plus tax and fees (currently a total of 12.195%)

Mail registration to:

GOF WEST 2023
1464 CHASE TER
El Cajon, CA 92020-8368

or email to:

GoFWestInc@gmail.com

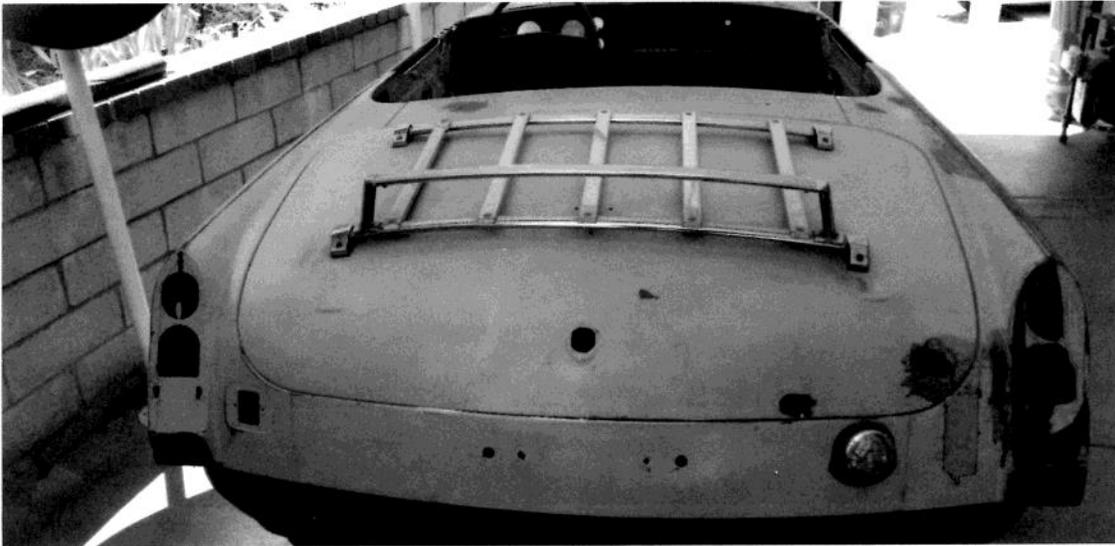
More information will be posted on the www.GoFWest.org website as available (can use QR code above)

or contact David & Joyce Edgar (Co-Chairs) at GoFWestInc@gmail.com or 619-593-8255

Form date
12/18/22

1977 MGB ROADSTER PROJECT CAR

MARK IV BODY STYLE



FEATURES:

- 99% complete car
- Rebuilt engine, rebuilt carburetor
- Alternator and starter gone through
- New clutch, water pump, dual timing chain
- Rebuilt front cross member with rack and pinion lowering kit on front, back in box, new bushings
- Original wheels (repainted) with rings
- Additional second set of roll around wheels
- Cloth tops (new one and a good old one), including the tonneau cover
- Additional new items to be included:
 - Complete system brakes (all around, still in boxes with master cylinder, piping, etc.
 - Clutch and slave cylinder
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- Many more extras

Would make a good race car!

Bring your trailer – no reasonable offer refused.

Contact: Byron McCracken, CCBC member
mccrackenbnt@gmail.com
(805) 290-2413



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Lapel Pin – \$3.00

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Grill badge - 30.00 **Patch**

Key Fob - \$10.00
Sticker 2.00 ea.

Silk-screened Items:

Please note - there is a new vendor for the silk-screened items and the cost has gone up, we have a limited amount of old styles still available and only the costs. For items we have currently in stock of the new style. Please check with Pam on availability.

Short Sleeve T-Shirt - \$8.00(S-XXL) New style – 20.00 **Long Sleeve T-Shirt** - \$12.00(S-XXL)

Polo Shirts - \$13.00(S-L) \$15.00(XL & XXL) New style 24.00

Polo Shirts with pockets - (special order only)- \$15.00(S-L) 17.00(XL & XXL)

Crewneck Sweatshirt – \$16.00(S-L) 21.00(XL & XXL)

Hooded Pullover Sweatshirt – \$22.00(S-L) 27.00(XL & XXL)

Full Zip Hooded Sweatshirt- \$27.00(S-L) 32.00(XL & XXL) New style – 50.00

There is a limited amount of Regalia at each monthly meeting or contact Pam Justin at pjqquilter1@hotmail.com or 805 750-3068 to order. Provide your name, size and item.

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.

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