

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 39 Number 7, August, 2023

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Carl Miller's 1962 TR4

Near Bill Williams River AZ on the way To Triumphst in Flagstaff .
Carl & Pattie are recent members, more on the car, page 7

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)

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 at least 10 a year.

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



What car did you learn how to drive in? – Growing up my parents were supporting three children on a single teacher’s salary. As a result, new cars were not an option and cars were considered just basic forms of transportation (the cheaper the better). We only had one car until my older sister began driving and working, then we needed a second car as cheap as possible. One day my dad spotted a 1964 Rambler American in front of a house near by with a “For Sale \$300” sign.



It was white with an all red interior, manual brakes, manual steering, three-on-the-tree manual transmission, poverty hubcaps and an all Red vinyl interior. It had one option and that was an AM radio in the all metal dash. It also had one very unique feature, a manual crank start. You see, several teeth on the flywheel were missing. This meant that if the engine stopped with the missing teeth at the starter, the next time you tried to start the car the starter would just spin. The solution: get out, open the hood, grab the fan and turn the engine by hand so that the fly wheel teeth would engage the starter and repeat until the engine started. We also learned to park facing downhill whenever possible, as it was easier to let it roll and pop the clutch. This was a compromise my dad was willing to make to get a cheap car.

This Rambler was the car in which I learned to drive, with my Mom as my instructor. Putting my teenage embarrassment aside the car was a handful to learn as a first-time driver, but I soon got the hang of shifting and manual everything (I now appreciate those manual engagements in my classic cars). Prior to my on-the-road driving test, my dad was promoted to Vice Principal and purchased his very first new car. Needless to say, he did not consult with his teenage son as one day he came home with an “Antique Cream” with brown interior, 1978 LTD station wagon with power everything.



Presidents message continued

This car was a behemoth at some 19' long, 18 feet of which made up the hood! Much to my surprise, on the day of my driver's test, dad took the Rambler to work and left the steam ship for Mom to take me for my road exam. Not only was I shocked, I was super nervous. I was used to all the eccentricities of the all-manual 14-foot Rambler and now I would have to do the dreaded parallel parking test with five extra feet of hood, along with no way to tell where the back end of this ocean liner is located. Then pile on the pressure of not damaging my Dad's first and only brand-new car that was his pride and joy.

I had only driven the LTD a handful of times, but my mother let me drive on the way to the test to get more comfortable with it. Power everything was nice but the size?! Upon arrival at the DMV I pulled up to the driving test area, which oddly enough was a pull through, so no Parking faux pas to start off the test with. As the instructor trades places with my mother we instantly recognize each other. Turns out we work together at the mall and are already friends. My test consisted of driving around the neighborhood for about 15 minutes talking about work and why she has two jobs. We return to the DMV office, having never even attempted a parallel parking situation, she writes "Passed" on my test sheet and says "see you tomorrow at work".

What happened to that Rambler? Many years later we sold it for... \$300. We pushed the buyer down the hill to start it, and he drove off into the sunset with a smile on his face.

Tells us what car you learned how to drive in, send your story to the newsletter.

Cheers, Ted

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.

CCBCC MEMBERS ONLY TECHNICAL SUPPORT



The following Club members have **very generously volunteered** to be technical advisors for the club. Please reach out to them if you have questions about a make or specific model or need technical assistance.

Jean Preis

ASE certified mechanic
Jaguar, Land Rover, all makes, electrical issues
katwrench@aol.com

Kelvin Dodd

Tech support for Moss Motors
MGA-MGC, all makes, electrical issues
KelvinD@roadrunner.com

Joel Justin

Lifetime Triumph devotee
Triumph TR2, TR3, TR4, TR6, GT-6 General information
J_bar_J@hotmail.com

Gerald Davies

Owner
TR6, TR7 & TR8 General information
d90man@aol.com

Paul Wittrock

Previous owner
TR3A General information
wittrock.paul@aol.com

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 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 145 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 newsletter.

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 is part of the "first British car owned" series. Part III of his article begins on page 19

Please send text only in Word and send pictures separately as attachments with indicators where they go in the article. Send captions separately for the pictures numbered so I know where to put them!

Building of a Car-O-Holic by Martin Keller



Well, where to start. I had been interested in autos as long as I can remember and have been told that I would stand in the back seat of my parent's car on trips from our home in PA to the seashore in NJ and name the different makes of cars that I saw when I was four or five years old. My first car was a 1958 Morris Minor 1000 that my father purchased in 1965 for I think \$250 dollars and gave it to me to learn how to drive and fix at the end of my 7th grade school year and the beginning of the summer vacation. The photo below is not the car that I was given but is what it looked like when I was given the car, it did not look like that after the summer.



Yes, I was only 13 years old and was told that I had to get it running first and then I was only allowed to drive it on our property. I had seen my father drive it to the house so I did know that it ran, but when I tried to get it to start it would just crank and not run at all. This was the start of my mechanical education and my obsession with autos of all sorts.

Getting it to run was quite the experience. I was given a manual and the use of the tools that my father had but was told to figure it out. I checked for fuel, I checked for spark and found none at the plugs. I checked the timing of the distributor thinking that my father had messed with it but it was ok. It took me a while to find that rubber eraser stuck down in the distributor cap and only due to frustration and having thrown it down on the garage floor when the eraser fell out of the cap. Once this was discovered and a new cap was sourced and installed from Pep-boys due to the cap being cracked from my throwing it on the garage floor, the car started. My father had placed a pencil eraser from a #2 yellow pencil into the distributor cap so the coil wire would look like it was seated, but would not let the voltage get to the copper connector in the cap to produce spark when the rotor turned to make the engine run. At this point my father came out to the garage and reminded me that I was not to leave the property once I learned how to get it moving which took me all of about five tries of releasing the clutch in the correct gear as the pattern was worn off the shift knob, so finding first gear took a couple tries and then learning that one, had to apply throttle evenly to keep it from stalling. Yes, I had driven before while sitting in my father's lap in a parking lot a couple times, so I had some idea as how to steer but had never used the gas or clutch or shifting or breaking. Needless to say, I made it down the drive and into the rose bushes at the end of the drive as I didn't get the clutch in and was not pushing hard enough on the brake pedal to get the car to stop or stall. Mom was not very happy and made my father get into the car and give me a quick lesson on driving and stopping. Dad later told me that he thought it was funny seeing me running over the rose bushes at the end of the driveway as the Morris lurched and came to rest. Over the next couple weeks that summer the Minor took a lot of abuse as I learned the art of driving along with the other kids in the neighborhood.

Building of a Car—O-Holic continued.



I remember the first time I was driving and hit a big puddle of water at about 35 mph in the middle of one of the dirt paths on the back of the property and lost control and hit a mound of dirt that caused the car to wind up on its side in the mud on that dirt path. It was like slow motion and seemed to take forever to come to a stop. Needless to say, I was lucky as by the time the car rolled over on its side it had slowed to a walk. It took our neighbor's tractor to pull it over and back on its wheels. It then took me the next couple of days to bend the right front fender out enough to be able to turn without the wheel rubbing it from where it had come into contact with the mound of dirt. Fenders of that time were made to last.

By the end of the summer all the neighbor kids had learned how to drive the Morris and we had created a number of paths on the property and around the neighborhood. We lived on the outskirts of town and the farmer on the backside of my parent's property had given us permission to use his fields as long as they were not planted or the cows were not out in them and we shut the gates if we opened them.

The following summer the Morris needed some attention as it had been abused and sat outside all winter without starting or winterizing it. First thing was getting three of the tires to hold air and into the garage and to get the car to start. The battery was flatter than a pancake, the carburetor was gummed up from old cheap gas. I learned how to use a multimeter to trace wires as a squirrel or mouse had made the car a winter home and chewed on some wires. Then, learning how to replace a freeze plug as I had not put antifreeze into the radiator (lower radiator hose had come off during the past summer abuse) before parking it for the winter. I also had to learn how to unfreeze the rear brakes as I had parked it with the handbrake pulled on when parked. I now know if storing a car for long periods of time it is best to leave the parking brake off so the parking brakes do not stick to the drums due to dirt and corrosion.

I learned a lot from this and can say that my father was one who taught me in a funny way but has made me what I am today, and why I enjoy tinkering with cars and taking care of them.

As a foot note, I think the salvage yard gave me \$25 dollars when we finally junked the Morris after myself and eight other neighborhood kids learned to drive and work on that car over a three year period.

Thanks Dad. Martin

Cover picture story continued

The TR4 is a 1962 registered as a 1964. We bought it for me to build with our daughter as a bribe to get better grades in high school. Didn't work. With the seats removed a TR4 makes a great storage bin. Years passed. I'm a Chevy guy so when I decided to really build the car, it came out with a Chevy V8, automatic transmission and a Camaro differential. Since then I've added TR6 front suspension with coil-over front shocks, power steering, TR6 power brakes and cruise control. In the near future it will sport an aluminum radiator, air conditioning and Le Mans fender vents for better cooling up front and inside. He's been to Julian, Cambria, Parker & Phoenix AZ and many Triumphfests and we expect many more of each! Patti and Carl are now proud members of CCBCC, TCSC, & DCTRA.



Patti & Carl at a pit stop in Dana Point on the Drive Your Triumph Day 2022

350 Chevy engine compartment



Cars and Coffee Ojai



The blue Jag belonged to a man who bought the car for his 70th birthday. A car show flyer was given to him.

Wings Over Camarillo Air and Car show



A reminder that the registration for The Wings Over Camarillo Air Show that our club will be attending as a group on Saturday Aug. 19, 2023 is filling up quickly.

If you have been thinking on attending the show and have not registered yet, you need to do that soon, the Saturday spaces are filling up fast.

So far we have 9 members signed up and registered and notified me.

Make sure you register for Saturday Aug. 19, 2023 and to put on the registration that you are part of the CCBC who will be attending as a group.

A small fee of \$30 gets your vehicle, you and one passenger in to see the most amazing air and car show! All proceeds from the event go directly to deserving charities that serve and strengthen our community. It will be a fantastic fun-filled weekend for all.

All cars must be registered by 9am Friday Aug. 18th to enter on Saturday. **NOTE: There will be no on-site registration.** Space is limited to 200 vehicles on a first come first served basis.

We as a group will meet at the Camarillo Airport on Willis Ave just off Eubanks St. at 7am on Saturday Aug. 19. To get to the meeting location from Las Posas Rd and Pleasant Valley Rd. you will take the second right off Pleasant Valley rd onto Eubanks St. and then the second right onto Willis Ave and park along the right side of the street. We will then drive to the show entrance as a group so we can park together. Make sure to bring a chair and sun screen and water as it can get hot during the day.

Here is the link to register for the show: <https://tickets.wingsovercamarillo.com/>

I will send out a reminder email to the CCBC members who notify me that they have registered for the show so you do not forget and can have your car ready for the show.

The POC for this event for the club is Martin Keller.

If you have any questions please contact me at the following:

MHKflyer52@outlook.com or by phone 503-201-1952 my cell phone.



TRIUMPH EST MARIN 2023

PRESENTED BY TRIUMPH TRAVELERS SPORTS CAR CLUB

TRIUMPH EST 2023 EVENT REGISTRATION

Embassy Suites, San Rafael, CA
Sept 7th - 9th, 2023

Guided Drives - Winery Visits - Tech Sessions
Reception Party - Awards Banquet
Funcours Car Show
Beautiful Marin, San Francisco, and Napa

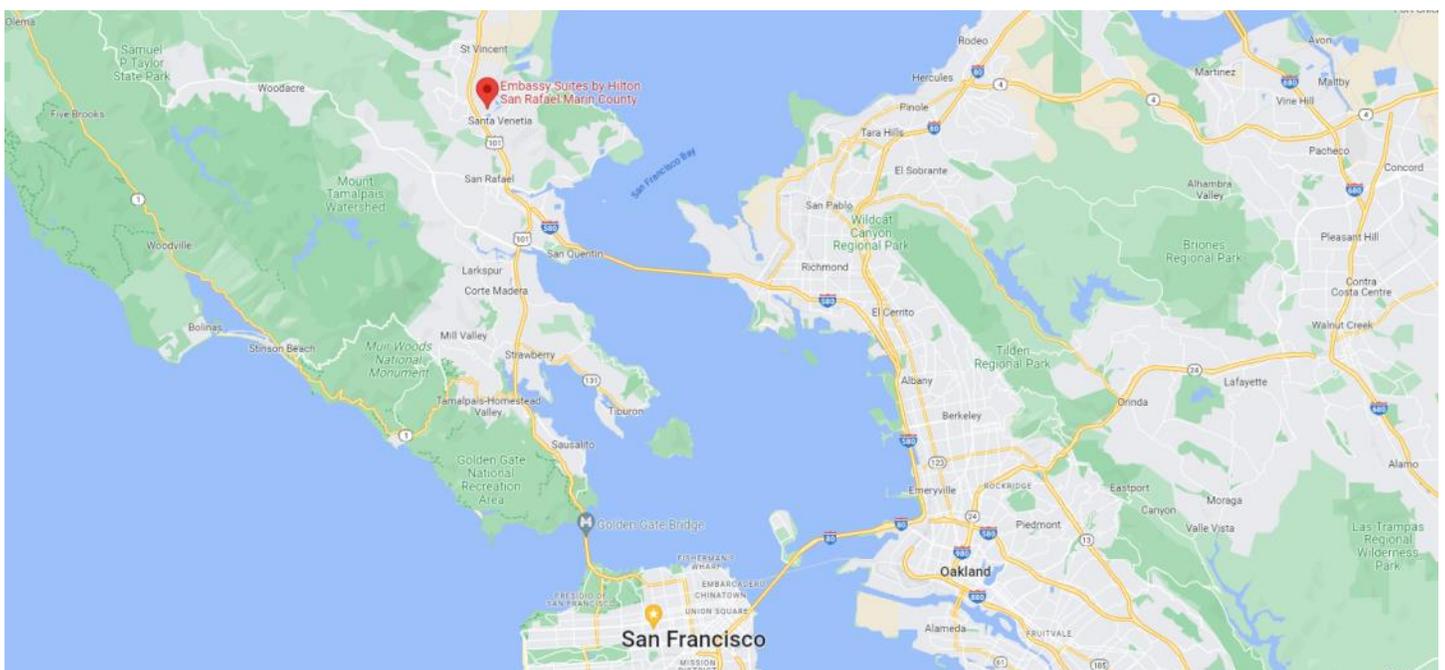
Event registration includes one car and two people. Buy passes for additional people and cars, and book your Awards Banquet food choices too.



SAVE \$140 PER NIGHT WITH OUR SPECIAL RATE

On completing registration you will receive a link to book rooms for \$189 per night instead of the current rate of \$329 per night for a King suite. Double Queen suites available for \$219 instead of \$349.

Triumph Est Website: <http://www.triumph est.org/>
Registration Page: <https://www.triumph eststore.com/>



British Motor Show

RENO

THE BIGGEST LITTLE CITY IN THE WORLD

September 30th 2023



On the Grass at Rancho San Rafael Park
To register visit <http://renoallbritish.org> Contact: (775) 622-7053
Registration fee \$35.00 per vehicle – lunch included – Silent Auction
Boys & Girls Club of Truckee Meadows to benefit from event.





32nd Annual CCBC
BRITISH CAR SHOW



October 1, 2023 at Channel Islands Harbor Park, Oxnard, CA

Celebrating Jaguar Through the Years

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 on 10/1/2023

**REGISTRATION FEES: \$35 per vehicle for CCBC members
\$40 per vehicle for non-members**

Event shirts are **not** included for registrations received **after** August 30th 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
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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: TED CARLSEN t-carlsen@roadrunner.com

Registrar: JOEL JUSTIN j_bar_j@hotmail.com

www.centralcoastbritishcarclub.com



**Southern California MG Club Celebrating
its 45 Anniversary, Presents its**

BOOTS & BONNETS

15th Annual All MG Car Show

SUNDAY, OCTOBER 15, 2023

9:00AM – 2:00PM RAIN OR SHINE

610 Lairport Street, El Segundo, CA 90245



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- ❖ DASH PLAQUES
- ❖ EVENT BAGS
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- ❖ GAMES FOR ALL AGES

Car show registration opens at 7:30AM.

Voting from 9AM to 12PM.

Awards at 1PM.

**Advance registration is \$35, with Museum Entry
after October 1st or day of show is \$45.**

Registration opens June 15, 2023.

Visit www.socalmgclub.org for more information.

Free To The Public

www.socalmgclub.org





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

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

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

Mark your calendars
and plan to be there!



The **M**arque of
Friendship



GoFWestInc@gmail.com

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

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

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.



CRUISE NIGHT CAMARILLO



The Camarillo Old Town Friday Night Cruise!

Camarillo Cruise night continues through the 4th Friday in September (9/22/2023). Come to Ventura Boulevard with your classic or collector car between 4pm-8pm.

Stop-off for some local takeout or this year you can dine in the patios of Camarillo's beloved Old Town Restaurants!

SANTA PAULA CRUISE NIGHTS

Pre 1981 Cars 1st Friday of the Months April - October Downtown Santa Paula

Cars, trucks, motorcycles, and other vehicles (RVs, etc) manufactured before 1981 are encouraged.

So you'll be able to check out a wide range of vehicles. Additionally, that includes rat rods and hot rods, muscle cars and antiques, air-cooled, low-riders, and more. Plus all car guys and gals are welcome. The family-friendly events take place mostly on Main Street and Mill Street, with some overlap. Downtown shops and restaurants are open and live bands are scheduled.

In fact, Santa Paula Cruise Night car shows have been happening for more than a decade.

Horn Repair on Lily, my 1971 MGB GT, by Brad Cardwell



The previous owner and his mechanic could not figure out how to make the horn work with the aftermarket steering wheel, so they installed a push button on the dash in place of the choke knob/cable which was now electric. Now that was not a very good solution since it was about 3/8" in diameter not like the large 1 1/4" horn button on my TD and because most of us would hit the button in the middle of the steering wheel to actuate the horn. With my Air Force Electronics training and 10 years of experience as a crew chief on C-130s I felt comfortable with this project.

I finally took the time to research and figure out how to make the horn button on the steering wheel center operational. After pulling the steering wheel and looking around as well as studying the wiring diagrams and the Moss catalog I discovered a few things. First was there was no slip ring (Moss # 263-755 Fig #1 & 2) on the aftermarket hub, so that went on the Moss to buy list. Second was that the clamp and horn contact (Moss # 141-804 Fig 3, 4 & 5) was broken so that there was no contact with the slip ring, so another item onto the list.

After receiving the parts from Moss, I proceeded to assemble everything. I soldered a wire onto the slip ring and fed it through the hole in the hub (Fig 6 & 7) and then connected it to the horn button (Fig 8). Installed the new clamp and horn contact (Fig 5 & 9) and after installing the steering wheel, I had to find out where they had cut the purple/black wire going to the horn and it was just past the harness connector (Fig 10). After disconnecting that wire from the dash button, I spliced the two purple/black wires together and the button now operates as originally designed.

Upon further investigation it looks like I will probably be replacing the 50+ year old wiring throughout the car, but that's a project and article for another day.



Fig. # 1&2



Fig. # 3,4,5



Fig. 6 & 7



Horn Repair continued from previous page



Fig. # 8



Fig. # 5,9

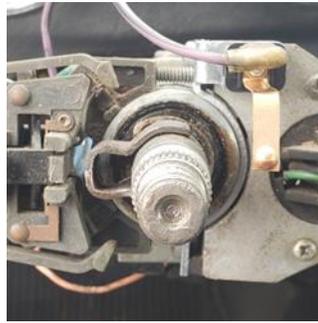


Fig. # 10

Welcome New Members



Wayne Morris
Agoura Hills
1962 MGA 1600 MKII

Re Cap of the Seabee Museum Tour by Monica Carlsen



We had a clear and pleasantly cool morning for our drive, with the fog bank rolling back to just offshore by the time we approached the coast. After a stop at the U.S. Navy Missile Park, a static display off of Hwy 1 of various missiles and jet fighters used through time (1st 2 pics), we met up with our final car at the Seabee Museum. There, Jose Valle did a great job as our docent and tour guide, leading our lively group through the displays. Last 2 photos show the museum entry and a display of pontoon bridges used to offload equipment and men to the beach. We were very fortunate to have four Navy veterans (one of whom was a Seabee), and the daughter of a Navy Seabee among our group! Their comments and stories added so much, and made it a very special tour, thank you.





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 145 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. Send pictures separately with indication where they go in the article.

Cars, Coffee and Garages

The next one will be held at John & Claudia Korbins on August 26, in Ventura, details coming later, mark your calendars now!

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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



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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Classifieds

I have 5 refurbished Rostyle rims. (2 used, 3 new) 4 with serviceable tires. 185/65/R14
These were checked for true and round, before painting and clear coating, with centers.

Also 4 used and 4 new Trim Rings for the same. Online these Rims are going for \$40 or \$50 each plus shipping, and \$40 to \$80 for a set of Trims.

Any reasonable offer. Each or set.

Local Pick up only
Thanks for looking Byron (mccrakenbnt@gmail.com)



Have lots of hot wheels old, and new \$1 to \$10

Does anyone like Model Trains? I have too many in 5
different sizes. Some are complete ready to run sets
of new/old stock in sizes N-G

CLASSIFIEDS

Michael Musser britcartr8@gmail.com (805) 901-7011

I obtained this vehicle in January of 2003, currently registered and driven daily, passes CA smog check with no issues. Vehicle provides a comfortable, reliable ride.

1980 TR8 DHC convertible, vin # TPZDV8AT207325, Persian Aqua Metallic, one respray before 1992 (originally Platinum Silver), 5 speed, fuel injected, approx. 68,000 miles, 3 owners, always a local (Ventura County) rust free California car. Featured car on the front and back covers of the Moss Motors Catalog. Award winning car.

Now equipped with:

Aftermarket Performance 13" alloy rims with Falken 185-70-R13 tires (5 original alloy rims included).
Dark blue Robbins Stafast top and matching custom boot cover.
Complete interior consisting of dark blue (Mercedes) wool carpets and mats, light blue leather seats with perforated seating areas (with added bolstering), dark blue vinyl on seat backs, knee pads and rear panel behind seat area, door panels are a combination of leather, vinyl and carpet, center console, arm rest, shifter boot and brake boot are leather.
Door glass assemblies and tracks rebuilt.
Custom shortened shift lever.
Nardi wood steering wheel (original is available).
Alpine stereo speakers with original radio/tape player.
Replacement (original type) trunk mat.
Custom dual exhaust with stainless steel mufflers (Rimmer Bros.)
Nippondenso high torque gear reduction starter.
Aluminum extra capacity 3 row radiator with electric fan and thermostat.
Stainless steel braided brake lines front and rear.
Koni adjustable struts and rear tube shocks.
Performance coil springs.
Heavy duty sway bars front and rear (dual front).
Rebuilt front and rear suspensions.
Complete polyurethane bushings.
Green Stuff front brake pads.
Interstate battery, battery mat.
Hi-Volume horns.

Replaced:

front crankcase seal, intake manifold gasket, water pump, both oxygen sensors, oil pressure sending switch, fuel injector hoses and clamps, plenum gaskets, temp. sender, thermostat, steering column bushing, custom timing indicator, both air intake ducting, rear brake wheel cylinders, shoes and boots, both boot lift cylinders, clutch master and slave cylinder, brake master cylinder/reservoir, rebuilt power brake assembly, rebuilt distributor, replaced trans. fluid with AC Delco Synchronesh Transmission fluid.



Classifieds



1976 Triumph TR7 Victory

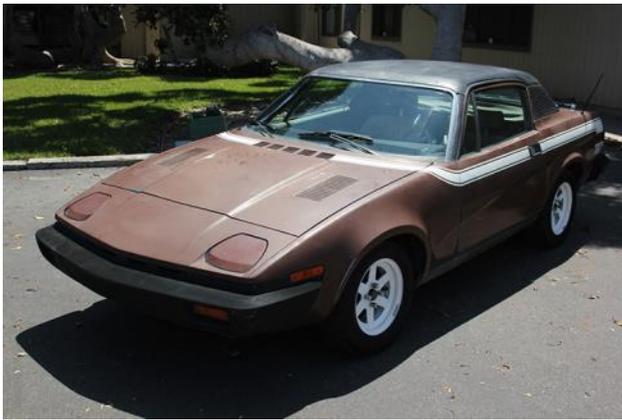
Running project car—great candidate for a full restoration. No rust or rot. Southern California car.

I picked this up earlier this year to provide a car for my daughter—sadly she not up for a manual shift car and it really does need someone who wants to build this into the classic TR7 Victory it is .

I'm hoping to sell for \$5000—many new parts have gone into her already: new radiator, brakes, etc. Many parts come with and so do the manuals come with her!

I'm open for trades of equal value—drivable sports cars or a cruiser motorcycle.

Call or Email: Wade Kenyon (805) 200-8173 or solar.kenyon@gmail.com





Central Coast British Car Club Regalia

Baseball caps – 15.00
Lapel Pin – \$3.00

License Plate Frame – 18.00
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.