

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 39 Number 10, November, 2023

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Early Morning at the Wigwam Motel on Historic Route 66 in San Bernardino (story inside)

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)

Nov. 7.

Dec. 3 Christmas Luncheon

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

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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



I dedicate this month's address to all of the great car show volunteers. Thirty-four of you answered the call to make CCBCC's signature event a great success. Special thank you to the car show committee:

Eric Baldwin - Sponsors (brought many new sponsors especially Jaguar/Land Rover dealership)

Ted Carlsen - Show chair, show day volunteers

Joel Justin - Registration, show cars

Pam Justin -Sponsors, registration, drawings, regalia

Martin Keller - Supplies and logistics

Kurt Lanse - Advertising

Dave Reid – Disc Jockey, Pipe band, other contracts

Terry Schuller - Permits, Vendors, donations, drawings

Chris Vujea - Shirts, Trophies and finance

Ode to the Show Volunteer

Once upon a time, in a land called Far **Away**, there was a King who wished to celebrate his Kingdom, in some **way**.

He summoned his subjects, and tasked them with the **creation**, of a royal car show, worthy of the kingdom, in this **generation**.

The subjects were sent to distant lands to search far and **wide**, for only the finest of English coaches were they to **abide**.

“How would we spread the news of such a joyous occasion?”, asked Ted.

Kurt explained, he could reach all of the **land**, by using something he called Email and **broadband**. “If only I had more carrier pigeons!”, he replied.

Eric proclaimed; “I have a **solution**, for I know of a local pigeon dealership that can provide **absolution**”.

Pam and Terry shouted; “There must be a bounty of riches for all who **attend**”, so they searched the kingdom from **end-to-end**.

They went begging for donations from wealthy to **poor**, for Robin Hood himself, had not seen such **grandeur**!

“But who will decide those who will receive such **riches**?”, asked Pam. Terry replied, “There is but one person in the court of Far **Away**, who can accomplish such **switches**, in this **way**.”

She is known in the land as **JULIE**!, “We shall have the King summon her **truly**!”, replied Pam.

Terry went on to proclaim, “There should also be a feast such that the Romans have never **seen**, and local vendors shall display their goods for sale at the **scene**.”.

Continued on next page

“Fancy A Cuppa” - Time with your President



“We shall have a disk jockey, and music he will **bring**, with joyous car songs, and a bag pipe band to please the **king!**”, cried Dave.

To mark the festivities for all time, Chris created a garment and **insisted**, “All shall wear it to memorialize the occasion and remind all those who **missed it.**”.

Joel hailed, “We cannot display cars here and **about**, we must organize and group them to the liking of the **devout.**”

“But how will we place them on such an elevated platform for all to see?”, Joel decried.

The white knight in shining armor known as “Martin” came to **heed**, arriving to the rescue in his trusty F350 **steed**, with ramps, and tables, and tents, to accommodate all that they would **need.**

“But alas, we need more subjects to bring this to the **world!**”, decried Ted. For we cannot do this in a fortnight, with just the ten of us **unfurled!**

Many answered the call to honor king and country, and reported to the **tent**, arriving before dawn in such anticipation of the great royal **event.**

Grand coaches from many kingdoms, far away; far, far, away; and far, far, far away, arrived to display their **grandeur**, along with their owners, to tell their tall tales of acquisition, and breakdown **adventure.**

All the land came to witness such a **spectacle.** “It rivals the coronation!”, resounded one guest **bespectacled!** Paint glimmered, engines rumbled, laughter **resounded**, music filled the air, riches **abounded.**

The grandest of coaches were bestowed with glorious **awards**, returning home to regale their friends and families with stories of their momentous **rewards.**

Messengers traveled throughout the land bringing news and stories of the grand **event**, and its great **content.** The King was so pleased he **declared**, “Such an extravaganza will annually be **shared**”.

And so it was to **be**, a gallant car show held on the shores of the mighty **seas...**

...will once again be ordained by the land of Far Away!

Your humble servant



Wigwam Motel Outing by Joel Justin



Pam and I first discovered the Wigwam Motel last February when we attended the NASCAR race at Auto Club Speedway in Fontana. We had been going to the Cup races yearly for almost 10 years, but when they decided that would be the last race on the 2 mile oval before they demolished the track, we decided to get tickets for the Xfinity race on Saturday as well. Since we didn't want to drive back and forth each day, I looked into a place to stay. Why not sleep in a wigwam!

While there, we met Samir, the manager and owner's son. He was very friendly and loved talking about the hotel and its Route 66 history. He made a comment that he often hosted clubs and other groups by blocking off weekends for them. A lightbulb went off in both Pam's and my head at the same time, and we both started grilling him on the process.

Talk became reality and we tentatively set September 23-24 as the date. We needed to get 19 people signed up if we wanted the whole hotel to ourselves. That didn't take long to accomplish. So we started putting the rest of the plan together. Read on to see how things went.

We met the group at the Santa Rosa Park-N-Ride Saturday morning. Right off the bat, we had issue #1. Doug and Zelda's MGB-GT was leaking gas from the top of the gas tank. After some inspecting by all the "mechanics" and without a conclusive root cause, they decided they would head home and swap cars (the beauty of having multiple LBCs to choose from!) and then meet us at our breakfast stop.

After handing out dash plaques and door stickers, 15 cars headed off towards Hwy 1 and Mel's Drive-In in Santa Monica. We chose Mel's because that is the original end of Route 66 from Chicago. We gave them a heads up we were coming and they were extremely excited to have us and bent over backwards to accommodate us.



For us, it was the beginning...

When we arrived, they had blocked off half their parking lot and had 2 people there guiding us into our parking spaces. They had a nice outdoor dining area set up with a canopy to keep the sun off. The 15 of us were met by 2 more, and shortly after we were all parked, Doug and Zelda showed up in the same MGB-GT. It turned out that it was an overfull fuel tank that was spitting gas out of the overflow tube. We had a total of 35 people in 18 cars for breakfast.

Wigwam Motel Outing cont. by Joel Justin



Usually when you go to a restaurant with a large group, it takes a long time to get the food ordered, then cooked, then cleared, then checks distributed, then paid. Not the case with Mel's. They were very prompt and efficient. Orders were taken within 10 minutes of seating, and food was delivered about 15 minutes after that. If we're ever in the area looking for a place to eat, Mel's will be at the top of the list!



Time to head east on Route 66, but first, that all important group photo!

Since Mel's was at the end of Route 66 and the Wigwam Motel was on it about 75 miles to the east, also on Route 66, we thought we'd plan our trip along Route 66. Knowing this was going to be a challenge due to the fact that Route 66 From Santa Monica to San Bernardino was all on city surface streets with LOTS of stop lights, we provided everyone with Google Maps links and driving directions since we knew getting split up was going to happen early and often. And it did as soon as we left Mel's!

We made our way east thru Santa Monica and LA on our way to Pasadena and our first stop at Arroyo Park. We actually ended up stopping at San Pasquel Park as it was uncrowded and had restrooms. We also concluded that San Pasquel means Damn Gophers in Spanish as there were lots of fresh gopher holes all over the park.

Here's where issue #2 reared its ugly head. Wayne and Jackie were having overheating issues with their MG-TD which led to vapor lock. They had fallen a bit behind and when they arrived, they immediately opened their bonnet to let things cool off as much as possible.



Keep on moving to get air thru the radiator, but hard to do on city streets with LOTS of stop lights

Wigwam Motel Outing cont. by Joel Justin



Brad Cardwell met us there as he had to host his church's Cars and Coffee that morning. It took a while for everyone to regroup and visit the potty – about a half hour – but once every was ready (all 36 people in 19 cars), we headed out.

Our next stop was at San Dimas Canyon Park. Unfortunately, shortly after we left the park, we encountered gates down at a railroad crossing. We were already a bit split up, and after waiting about 5 minutes without any sign of a train, we turned off and looked for an alternate way around. We finally got back on track (pun intended!) but were now in small groups of 3-4 cars. Good thing everyone had their driving directions and Google Maps fired up on their smart phones (NOT!).



Just keepin' on truckin'

Everyone eventually made it to San Dimas Canyon Park where we enjoyed our picnic lunches. We were now WAY behind schedule, so we tried to make the lunch stop short, as we had to be at our next stop by 3:30 at the latest as they closed at 4. We just made it. And where was that stop?

The Cucamonga Service Station was an original Route 66 gas station. It was actually built before Route 66 and was used until about 1970. It was about to be torn down before it was rescued by the city and a dedicated group of volunteers. It's now a small museum and a great place to get that iconic shot of your classic car in front of a vintage restored gas station. Needless to say we kept them there beyond their 4pm closing time, but they didn't complain.



Sorry Patrick, no gas here!

Wigwam Motel Outing cont. by Joel Justin



Finally, we made it to the Wigwam Motel. Fortunately, it was only about a half hour from the service station and people left the service station after their photos, so we arrived in small groups or individually, which made check-in go more smoothly.

After check-in, some took showers, some went for a swim (very cool, but refreshing!) and some just grabbed their drinks and sat around the pool stinking. We had hoped to get to the motel an hour earlier so we'd have more time for Happy Hour before dinner arrived, but it worked out fine anyway.

Wait you say, "dinner arrived"? You're at a motel. How does dinner arrive. We contacted a taco lady in Fontana (her business name was Taco Lady – go figure) and she delivered a fully catered self-serve taco dinner. All we needed was tables to serve on, and plates and plastic-ware, and of course our drinks (BYOB!). She arrived at 6 and we were serving ourselves by 6:30. We asked everyone to bring their own chairs and tables to eat on, but Samir had an extra table and some chairs if needed. Dinner was fantastic and plentiful. We had so much food (I had 5 tacos!) that we invited Samir to join us (which he did) and offered all the leftovers for him to share with his family. After all, where were we going to put leftovers in our already overloaded LBCs?!?!



It's making me hungry just looking at all this delicious food

I knew the motel had a fire pit, so I had arranged with Samir to have some firewood so we could have a bonfire after dinner. While the evening temperatures in San Bernardino in September are quite pleasant, a bonfire would provide a little extra warmth and a lot of ambiance. Samir also provided us with some fire water (AKA lighter fluid) to help get the fire started. We went thru 2 bundles (and about 12 bottles of wine) before we all headed off to our Wigwams for the night.



Now that's what I call a campfire! Note the smoke signals...

Wigwam Motel Outing cont. by Joel Justin



One of the main topics of the evening discussion was the day's adventure – the drive, getting lost, then found, the stop lights and not hitting any green ones (someone guessed there were over 500 of them! But we all agreed that even though the day had its trials and tribulations, that's what made it an adventure and would provide us with stories to tell for years to some. But we weren't done yet...

We weren't in a hurry to leave on Sunday morning since our next stop didn't open until 10am and the drive from there to lunch was only about 50 minutes. So, we set 9:30 for our drivers meeting and a 9:45 departure. Some slept in. Some got up early and went out to breakfast

After our meeting and checking out, we saddled up and headed to the Original McDonald's Museum, which was less than 5 miles away (40ish stoplights if you're counting). They have a large parking lot out back and a small, but jam-packed museum of everything McDonald's. We explored that for about 45 minutes and heard some of the stories the docent had to tell. And of course, we had to take the obligatory group photo in front of the old McDonald's sign. I felt sorry for the English couple we asked to take the photo for us as it took us about 5 minutes to get everyone gathered and posed. They were great sports!



We tried to order the 15¢ burger, but they were all out. Dang!



You don't want to know what these cars looked like after these characters were thru with them...

We continued on Route 66 as we headed north and out of town. Our next stop was Wrightwood and lunch at Mexico Lindo and Seafood. As was the case every time we took off, we almost immediately got split up. But fortunately there were enough people who actually brought and read their driving instructions, and knew how to use Google Maps, so everyone made it to our next stop, which wasn't in Wrightwood.

Wigwam Motel Outing cont. by Joel Justin



One trick I learned when planning car club trips and using Google Maps is to enter my starting and destination locations, then turn on a feature called Avoid Highways. After all, who wants to sit in a classic car going 70 MPH (and 4,000 RPM in some cases) dodging semis all day? Once I see where Google routes me, I tweak it by adding waypoints to make it go where I want.

Today however, the route it chose looked pretty good, so I went with it. That's where I learned something new. When you turn on Avoid Highways, that apparently means to Google Maps that dirt roads are OK! Well, not so much in a LBC as I abruptly stopped when I saw the Pavement Ends sign. It didn't take long for the group to gather while I tried to figure out an alternate route to get to Wrightwood without getting on the 15. I (thought I) found one, so off we went.



Time for a U-turn because we're NOT going that way!

It turned out that what looked like a frontage road at a quick glance was actually getting on Hwy 15 for less than a mile before getting off on Hwy 138. We all got on, but many missed the 138 exit.

Three of us arrived in Wrightwood and found no one else there. Then Jerry and Chris showed up. Then Dave and Terry, and Jason and Marilyn. Then Ted and Monica with a whole gaggle who missed the exit that they rounded up and shepherded to the restaurant. So we were all there, except one – Frank with his Austin Healey 100.

We had contacted the Mexico Lindo and they had an upstairs room set aside for us and we got prompt service. After we all ordered, Frank arrived with a story, and issue #3. His car was running poorly. So bad that semis were passing him going uphill. As he described the symptoms to Kenn and me, we concluded it sounded like a stuck open float on one of the carbs. So, after a delicious and filling lunch, we headed out to take a look.

Most people decided to head out on their own since there were no planned stops and some needed to go off in different directions anyway. Jack and Pam, for example, needed to go back to the McDonald's Museum to see if they could find Pam's cane she accidentally left there (they did). But Kenn, Jason and me (and Dorothy, Marilyn and Pam) hung back with Frank to see what we could figure out).



Pam suggested we try staring at it to see if that would fix the problem... It didn't work

Wigwam Motel Outing cont. by Joel Justin



Without getting into too many details, we were pretty sure something was going on with the rear SU carb. Frank decided with us as his safety net, he'd try to drive it home, figuring it was mostly downhill. Just as we were getting ready to take off, it died and he couldn't get it started, so he made the decision to have it flatbedded home. In the end, that was the right call as there were still ups with the downs not to mention several stretched with the dreaded NO SERVICE.

So Kenn, Jason and I continued on the planned route down the north side of the mountains towards home following the backroads. We were not 10 minutes out when Pam got a text that Randy and Debbie's TR6 had died and was having its fuel pump replaced by the "Roadside Rescue" crew (issue #4). Where do you get a TR6 fuel pump 10 minutes out of Wrightwood? Martin Keller's British Car Parts is where.



With coaching from Monica and shade from Ted, Martin finally got the fuel pump replaced

Like many of us Martin carries spare parts for common failure parts. And he happened to be in the group with Randy and Debbie. So were Ted and Monica, Rand and Vicky, Dave and Terry, and of course Chris. It took a while, but with all that expertise, they got it swapped out and the TR6 back on the road.

Pam and I got home at 4:30, and most others probably within 2 hours of that. Frank was the exception as the tow truck took a while to get there, then to get him home. He rolled in around 8:30pm.

Even with all the challenges, I think everyone had a great time. The two restaurants were great and the Wigwam provided a perfect, exclusive venue for us to spend the evening eating, drinking and getting to know each other better. Several people have commented they'd like to do it again next year. While I might plan another trip, it WON'T be on Route 66 from Santa Monica!



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
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Joel Justin

Lifetime Triumph devotee
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Gerald Davies

Owner
TR6, TR7 & TR8 General information
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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?

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!

HEATER BOX REBUILD by Joel Justin



As many of you know, we are doing a frame-off restoration on Pam's GT6. When contemplating such an endeavor, you immediately think about the big parts of the project – body and paint, seats and carpet, engine, gearbox, diff, suspension, brake rebuilds. But there are many smaller things that also need to be rebuilt. The heater box is one of those “smaller” things.

Since the body is finally at the paint shop, and all the other big parts are done, I started thinking about all the “small” things that needed rebuilding or refurbishing. I first tackled the pedal assembly (including the hand brake). I decided to tackle the heater box next.

Heater boxes aren't that complicated. A sheet metal enclosure, a fan and a heater core. As I disassembled the heater box, I took copious photos so I would be able to see exactly how things went back together. Once it was disassembled, I wanted to test the motor to make sure it was working.

The GT6 has a 2-speed motor and uses a power resistor to lower the voltage the motor sees which allows for low-speed operation. After studying the wiring diagram, I hooked it all up to my 12 VDC bench power supply and powered it up. I switched from off to low speed and violá, it turned on. I then switched it to high and it spun faster! And it was quiet. That meant the bushes and bearing surfaces were in decent shape. So, my rebuild turned into a refurbishment.

There were felt and foam seals inside the heater box. These are there to help direct seal air flow when switching the vents from off to defrost to footwell. The felt was very tired and the foam turned to dust when I touched it. After more photos, I removed the felt and scrapped off as much felt and foam residue as possible. Next, I media blasted all the sheet metal parts to remove the paint, surface rust and any remnants of felt, foam and glue. After I was satisfied with their cleanliness, I washed all the parts in soap and water, dried them in the oven at 150°F, primed and painted them satin black

I like to reuse as much hardware (nuts, bolts, screws, washers, etc.) as possible. Unless it's damaged, I reuse everything except lock washers and nyloc nuts. Refer to my Tech Article on Hardware Refurbishment for details on how I do that.

The last thing I needed to determine was the state of the heater core. I called Jack's Radiator in Camarillo, who I've used several times in the past for radiator flow and pressure testing, only to find out he had just sold all his equipment and was closing up shop. Bummer, another local small shop dealing with a key part of our hobby going kaput. So, I decided to test it myself. The flow testing would be easy. I rigged up a female hose fitting to a piece of heater hose and clamped it to one side of the heater core. I connected it up to the hose and slowly turned it on. After about 30 seconds of rusty water coming out, along with a few chunkier pieces, it flowed clean and clear. I turned up the water and it still looked great. I switched the hose to the other side of the heater core and ran it again. A little more rusty water, then clean and clear. So, the flow was good, but what about leaks?

I got another piece of heater hose and clamped a bolt into one end and fastened the other to the heater core outlet. With the other end still connected to the water, I turned it on, again, very low. Nothing, so I slowly turned it up until I got to pretty much full pressure, which at my house is about 35 PSI. Still nothing, so no obvious leaks. But since I did this right after my pressure test, where I got the core all wet, I couldn't tell if there were any small (pinhole leaks), so I let the core dry overnight and tried again the next day. I slowly turned the pressure all the way up and let it sit for about an hour. After checking it, I saw no signs of any leaks, which was good, because even though a new core is available, it costs \$250 which I didn't want to spend if I didn't need to. A little exterior cleaning and the heater core was good to go

Now I had to figure out how to deal with the felt and foam seals. I determined that the felt was used only on the vanes (used to direct where the air inside the box went) to seal them in their different positions. It was 1/8" thick felt. The foam was used on the box to provide a buffer between the heater core and the box, to keep the core from moving and I'd guess vibrating against the sheet metal of the box. I had 1/8" felt, but not foam, so I decided to use felt everywhere.

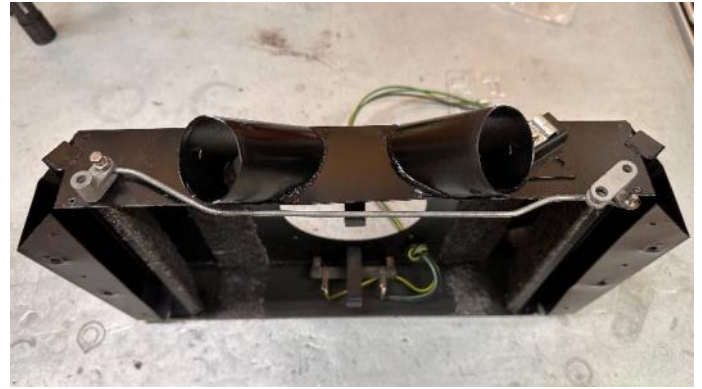
I used 3M General Trim Adhesive 08088, which I use for all my vinyl, seal and carpet work, to glue the felt to the vanes and box. I was a little concerned that the felt wasn't going to be as compliant as foam, and that the box wouldn't close tightly once the core was installed. I was correct. So, I removed the felt from the top and bottom, but left it on the sides. That worked fine. I wasn't worried about up and down movement/vibration as the side felt had the heater core snugly in place.

Before final assembly, I wanted to replace the old internal wiring that connected to the high-power resistor. British Wiring sells wire by the meter in original colors. I had ordered 5 meters each of proper green/yellow and green/slate wire. I unsoldered the old wires from the resistor and soldered on the new ones. I riveted the resistor back in place, installed a new 3/8" grommet and ran the wires outside the box.

I reinstalled the vanes and connected the external controls. I made sure the vanes moved synchronously, then assembled the box with the 10 sheet metal screws. Before assembling the motor, I put a drop of 3-in-1 oil in the shaft bearing cup. I then used the 4 sheet metal screws to attach the motor to the box. My final step was to install the stickers. I had carefully peeled off the original stickers, but reattaching them would have been a challenge. Not to mention they were a bit faded and worn. So, I Googled them and found Moss Motors sells virtually identical stickers (<https://mossmotors.com/408-345-heater-motor-sticker> and <https://mossmotors.com/408-355-heater-number-sticker-as-fitted>). They were for an MG, but the only difference was the code number (no big deal), so I ordered them and put them on.

With everything reassembled, I did a final test. Off, then low, then high. It worked perfectly and the vanes seemed to work well in directing the air. Now all I need is the body back from the paint shop to install the heater onto. In the meantime, I'll move onto restoring the steering column!





MY FIRST BRITISH CAR STORY BY STEVE BENELISHA



I grew up in Berkeley California in the 1970's, it was a curious place to live for several reasons, one of which was a wide range of interesting cars rolling around due to the unique demographic there. Well, one day I was visiting a "peripheral" friend who lived up in the hills, I must have been 19 years old. Didn't know the guy well, and never would, as it turned out, but his older brother had a Sunbeam Tiger which he was working on that day and this immediately caught my interest and he explained many facts about that car which I still remember.

In their garage was also a Aquamarine 1967 Sunbeam Alpine. I kind of casually worked my way over to it and noticed it was complete and in very good condition. Hmm.... I asked about it and they said it didn't run. Then they added: Years ago, the engine had been rebuilt but they were not able to get it to start so they gave up on it. This bit of news set off a major internal effort, on my part, to focus and keep a straight face.

Long story short, we eventually settled on something like \$250 and it was mine, and in 1977 dollars was still not a bad deal for a non-runner. I hadn't the money left to hire a tow truck or anything like that so next day, another friend bought me back up there along with a battery and multimeter. I checked the usual things, set the timing, etc. Tried cranking it over but it wouldn't start. So after fussing about, checking spark and so on, I poured some gasoline into the throats of the carburetors. Next try and it started right away. It smoked a lot from the old oil but that couldn't be helped. What a thrill. The guy and his brother just stood there, dumbfounded. Then one of them started saying something about my getting it out of their garage .. NOW. You'd think he'd be celebrating my victory but no. He had quickly developed this negative tone in his voice which I found somewhat abrasive.

You know, in life, its very useful to have some aptitude to read a room and so I had to be on my way and never-mind the nearly flat tires .. Time to go. Good thing the driveline worked. All I left behind was a otherwise empty garage full of smoke. Never saw those dudes again.

It was a very good, fun car and I kept it for a number of months, maybe a year but as I had two cars, the other being a '72 Capri (White with dark red interior) and about to leave for university, I could choose only one car and ended up keeping the Capri because I reasoned it was more reliable.

The guy I sold the Alpine to, wrecked it shortly thereafter. I came to feel some regret over letting it go but that's life.



Teddy Bear Run

What is this Teddy Bear Run we keep talking about? The old time members know; but this is for the newer members and those who have never had the opportunity to participate.

On **Sunday Nov 4, 2023**, Those that would like to attend need to purchase a **NEW** teddy bear and bring it with your British Car to Douglas Penfield School at 10:00 am. Penfield school is located at: 640 Jazmin Ave, Ventura, CA 93004, near Wells and Telephone in Ventura. All the bears are placed on the hoods of the cars that are lined up in the front of the school. Pictures are taken, like the one below and then a lunch drive is planned upon leaving the school. This event is in its 31st year. Point of contact for this is Jack Waschbusch, jwaschbusch@aol.com

The Douglas Penfield school serves students from kindergarten to fifth grade with moderate to severe disabilities. Staff use evidenced-based instructional strategies to teach the functional skills that will maximize independence for the students. The staff decides which bear is the best one for each student.





2023 CCBCC HOLIDAY LUNCH SUNDAY, DECEMBER 3, 2023

WHERE: Clipper Room, Four Points Sheraton
11050 Schooner Drive
Ventura, CA 93001

TIME: 11:00 AM to 3:00 PM

FEATURING: 1) Opportunity drawings for gift baskets
2) White Elephant gift exchange. Bring a gag gift, do not spend much money on this or you might have something at home to use for this gift. Bring a gift and you get to pick a gift. You can steal someone's gift once and you can replace a gift someone took from you.

CHARITABLE GIVING: As in the past the club will support the RAIN Project by setting up a table for your donations. They are always in need of diapers any size and gift cards to places like Target and Walmart. That way they can purchase what they need at a moment's notice. They also recommended gasoline cards.

FOOD OPTIONS: This will be a sit-down lunch. Lunch is served with a Water, Coffee, and tea. Dessert will be NY Style Cheese Cake. The hotel bar will be open for those who want alcoholic beverages. (The hotel no longer offers the mimosas like we had in the past)

There are three Entrees to choose from. All entrées will be served with a Caesar Salad, Fresh Seasonal Vegetables along with Rolls and Butter.

Mediterranean Chicken

Boneless Chicken Breast Sauteed with Fresh Garlic, Artichoke Hearts, Mushroom and Sun-Dried Tomatoes, in a light cream sauce, served with Medley Rice

Slow Roasted Tri Tip

Slow roasted spices and herb seasoned Tri-Tip, topped with bordelaise sauce, served with roasted rosemary red potatoes.

Lemon Dill Salmon

Fresh Pacific Salmon, broiled and topped with light lemon dill sauce, served with Medley Rice.

HOLIDAY PARTY CONTINUED



COST: \$22.00 per person, this price is for members in good standing and their spouse/partner. (includes gratuity)
\$42.00 per person for guests and non-members (includes gratuity)

RSVP: Mail check payable to "CCBCC" with the form below by **November 15th, 2023.**
or bring to the Nov. meeting

Please return this page with the following information filled in along with payment.

GUEST 1: Name: _____

Entrée: (circle one) Chicken | Tri Tip | Salmon

E-mail: _____

GUEST 2: Name: _____

Entrée: (circle one) Chicken | Tri Tip | Salmon

E-mail: _____

AMOUNT ENCLOSED _____ FOR _____ PERSONS

MAIL TO: CCBCC HOLIDAY BRUNCH
2674 E. Main St. #E614, Ventura, CA 93003

CCBCC CAR SHOW PHOTOS



CCBCC CAR SHOW RESULTS



Entry	Name	Car Info	Class Name	Place
58	Jerry Lockwood	1960 Austin Healey Sprite Mk1	AH Sprite/MG Midget	1st
2	Ralph Deex	1960 Austin Healey Sprite		2nd
67	Bill Hoyt	1956 Austin Healey 100	Austin Healey 100/3000	1st
76	Tom & Norma Morgenfeld	1965 Austin Healey 3000 MkIII		2nd
87	Ronald Iseri	2021 Jaguar F-Type	Jag Saloon/Modern	1st
45	Mark Kennedy	1999 Jaguar XK8		2nd
17	Bill & Darlene Lyons	1956 Jaguar XK140 FHC	Jag XK-120/140/150/E	1st
52	Bob Muzio	1963 Jaguar E-Type		2nd
4	Chris Hayes	1970 MGB	MG B / C	1st
13	Jack Waschbusch	1964 MGB		2nd
95	Harold Hoover	1967 MGB-GT	MGB-GT	1st
118	Tanny O'Haley	1967 MGB-GT		2nd
106	David Lans	1960 MGA Roadster 1600	MG-TC / TD / TF / A	1st
82	Wayne Francis	1950 MG TD		2nd
47	Kurt Triffet	1961 Morris Minor Pick-up	Mini / Morris	1st
114	Erik Nordeng	1948 Morris Ten		2nd
10	Ted & Monica Carlsen	1963 Morgan Plus 4	Morgan	1st
84	Dennis Glavis	2013 Morgan 3-Wheeler		2nd
18	Ron & Julie Root	2007 Aston Martin Vantage	Rarities 1970 up	1st
22	John DeRoy	1995 Carbodies Taxi		2nd
11	Gary & Junie Cooper	1947 Triumph 1800	Rarities pre-1970	1st
115	Anthony Maggio	1966 Triumph Herald		2nd
66	Ron Robbins	1979 Triumph Spitfire	Spitfire / GT6	1st
68	Kenn Clark Dorothy Orr	1968 Triumph Spitfire		2nd
26	Bob & Kathy Jasper	1958 Triumph TR3A	TR2 / TR3	1st
49	Jay Barton	1960 Triumph TR3		2nd
1	Joel & Pam Justin	1961 Triumph TR4	TR4 / TR5 / TR250	1st
9	Eric & Amanda Baldwin	1968 Triumph TR250		2nd
105	Laila Harris	1974 Triumph TR6	TR6	1st
32	Neal Subic	1970 Triumph TR6		2nd
91	Keith Bohanan	1971 Triumph Stag	TR7 / TR8 / Stag	1st
73	Cindy Mulhollen	1980 Triumph TR8		2nd

53	Dave Reid	1958 Jaguar XK150	Jag XK-120/140/150/E	JLR
64	Greg Aden	1959 Austin Healey Sprite Mk1	AH Sprite/MG Midget	Moss
94	Lex duPont	1955 HRG 1500	Rarities pre-1970	President's
40	Michael Delany	1969 Triumph Spitfire Mk3	Spitfire / GT6	Best Show

Cars and Coffee



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.



Cars and Coffee Ojai, Next one Nov. 12

Ojai Cars And Coffee events take place in a gorgeous setting in the parking lot of the Westridge Midtown Market. So, they happen every second Sunday of the month. 131 W. Ojai Ave. Ojai, CA

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.

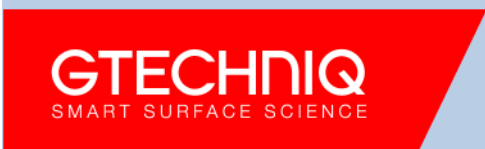
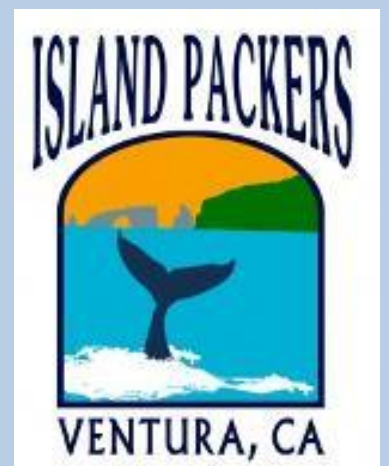
We are using a fixed menu of 6 or so items. That can change monthly with enough notice.



Thank you to our Car Show Supporters for 2023



MOSS MOTORS, LTD.





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 148 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

New ones starting up in Mardh/April 2024

Support Your Car Show Sponsors

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Suggestions for Runs, Brunches, Or Visits



We are almost into the tenth 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 150 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

Welcome New Members #151-158



Lex duPont
Los Angeles
1955 HRG 1500

Stephen Lofaro
Simi Valley,
1958 MGA 1500, 1968 MGB-GT

Phillip Hoffert
Santa Barbara
1999 Jaguar XJ8

Kurt Triffet
Ventura
1961 Morris Minor Pickup

Rosalie Kneebone
Moorpark
2004 Bentley Continental GT

Charles Clark
1973 Jaguar E-Type OTS
Los Angeles

Jose & Karina Sandoval
Oxnard
1958 Jaguar 240 Mk1

Rebecca Mills
Moorpark
1957 Triumph TR3, 2003 Mini Cooper S



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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1960 Austin Healey 3000, Mk1, BN7 (2-seater)

I purchased the car in Oct. 2020 a few years after it was restored. It had been living in Michigan.

It is a fun vehicle to drive, it has an extremely smooth ride with no vibrations, squeaks or rattlers, has plenty of torque and does not overheat even when left idling in the heat of the afternoon... A month after I took delivery, the BN7 developed some engine problems which necessitated a complete engine rebuild. It was sent to "The Toy Shop" restoration shop in San Diego where it spent a year getting the engine rebuilt and having a list of other issues addressed. It has been driven very little since its return to Camarillo. It is stored in a locked garage, under two separate car covers (one cover is made from quilted, heavy-duty moving blankets), The BN7 is mechanically sound, and as far as I know needs no additional mechanical work. It is an aesthetically stunning vehicle and is an outstanding example of the 2-seat Austin Healey BN7.

Here are a few particulars:

Rebuilt engine (break-in oil just changed).

Ring and pinion gear set (rear-end differential gears) replaced with a new, higher, 3.54 gear set to make the car more "freeway friendly". (70mph at 3,000rpm)

New SU carbs from the SU factory in the UK and not Chinese copies.

New MICHELIN XWX tires (185/70 VR 15).

New 72-spoke wire wheels.

Comes with soft-top, tonneau cover and plastic, sliding side windows.

The BN7 does not vibrate, rattle or squeak; as a matter of fact when driving on a smooth-surface road you can read the license plate numbers of the car following you in the BN7's rear-view mirror. The car is mechanically sound and aesthetically stunning. Truly a lovely example of the early 2-seat Austin Healey 3000, Mk1, BN7 (2-seater)

The BN7 comes with a 3-ring binder holding multiple invoices for work done during its year long stay at "The Toy Shop Restoration" in San Diego, California. Binder also contains all DMV paperwork and receipts for everything else done to and purchased for the BN7...The car has a clean California Title.

Steve Karolyi

805.388.0747 - Home

805.312.4436 - Mobile

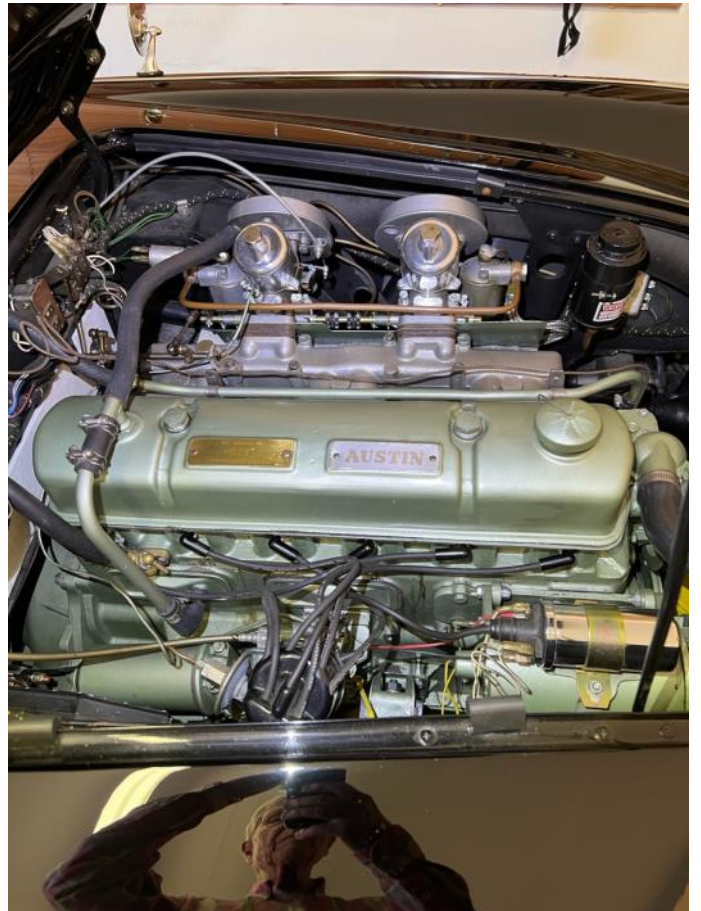
sqkarolyi@verizon.net

\$65,000 reduced price

Need nothing!



Continued on next page



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 \$4500—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 pjqulter1@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.