

# THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 39 Number 11, December, 2023

WWW.CENTRALCOASTBRITISHCARCLUB.COM

## 1963 Morgan Plus 4 Purchased by Ted Carlsen



As with all of our cars, I never quite know what is going to grab my attention next. I probably view hundreds of cars online every week looking for what the next shiny bobble will be that is going to attract my attention. Most cars are a fleeting glance, some get a flipping through of their many photos and a very few get a pause and deeper dive. This time it was this gorgeous blue and tan 1963 Morgan. It had a great color combination, was in excellent condition, a reported 24,000 original miles on the odometer, and most of all, it was in San Diego rather than on the opposite side of the country.

After a phone call to the dealer and a big thumbs up from Monica, we hooked up the trailer and took off on a road trip. The dealer was located in a historic Unocal service station near Balboa park. After a detailed inspection on a lift, we test drove the car through the lovely Balboa park, receiving a bounty of waves and smiles as we passed. This sealed the deal, so I negotiated a price, loaded the trailer, and off we went into the sunset.



# 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)**

**Dec. 3 Christmas Luncheon  
2024 Jan. 2, Feb. 6, March 5, Apr. 2**

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](mailto: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](mailto: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](mailto: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

**There will not be a January newsletter, expect your February newsletter by the end of January**

## Your CCBCC Board Members For 2023

### PRESIDENT

Ted Carlsen [T-Carlsen@roadrunner.com](mailto:T-Carlsen@roadrunner.com)

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Patrick Redd (805) 746-5379

### CLUB PHOTOGRAPHER (non-voting)

Dave Reid [mgtc48@hotmail.com](mailto:mgtc48@hotmail.com)

**REGALIA & RAFFLE** (Non Board member) Julie Root (805)676-1464)

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***



After the “Ode to the show volunteer” last month, honoring the many volunteers that made the car show a success, it seemed fitting to finish the story with the clubs past and present. I hope you enjoy...

### **Another tale from the land of Far Away**

After the great car show of twenty **twenty-three**, it was declared that a grand car club shall be formed for a **fee**.

Creating such a grand clan, gave them **pause**, so they created a set of **bylaws**.

And it was determined by a **barrister**, that all members, must be of good **moral character**.

It began as an **alliance**, of all the great **Triumphs**, soon there were **more**, even some **pre-war**.

There were all sorts of **cars**, MG's, Austin Healey's, and **Jaguars**.

“What should we call this assembly of stars by the **sea**?”, They asked? How about a catchy anacronym, like **CCBCC**? The name stuck, like the grease on all of their **chassis**.

They created a Coat of Arms to describe their **clan**, half would show the sun and mountains of their **land**, The other, the red, white and blue **birthmark**, identifying the country of their favorite **Marque**.

The Coat of Arms was placed on all sorts of **paraphernalia**, They then declared it all, to be club **regalia**.

They wore their regalia proudly at every club **event**, no matter where they **went!**

To show their commitment to the **club**, they met monthly at the local town **pub**. Looking here and **there**, and finally agreeing, on the Ventura Black **Bear**.

Announcements are made of **relevance**, reviewing of past and future club **events**, knowledge, trivia and humor are **shared**, although singing “Julie do love me”, everyone will be **spared**.

## ***“Fancy A Cuppa” - Time with your President cont.***



As the club was designed to share their love of the British **car**, Activities were planned for all to enjoy, driving here, there and a **far**.

Some traveled in Far Away, some to Far, Far, Away, and for those of great fortitude and adventure, they traveled to Far, Far, Far Away!

They traveled from the beaches of **Jalama**, to the new world they call New **Cuyama**, and the far reaches of a historic gas station in **Cucamonga**!

Each year a holiday party is **ordained**, for all to attend, win riches, and be **entertained**. They trade something called a white **elephant**, stealing gifts from each other, for something totally **irrelevant**.

As the previous year comes to an all to abrupt **end**, they elect new officers to lead them in the new year, just around the **bend**, accept for the **president**, who seems to be stuck as a permanent **resident**.

Happy holidays to you and yours from the land of Far Away (*and your President*).

Cheers,  
Ted Carlsen



# Jon and Claudia's Excellent 5 Week Adventure



On September 7<sup>th</sup> Claudia and I headed to Triumphest 2023 in San Rafael, California. Along with 4 other cars, we mostly made it through the nasty traffic around San Francisco and north of the Golden Gate Bridge.

A few days before we left, I removed the emissions plumbing when I installed a new aluminum valve cover. This ended up being an expensive lesson as the engine blew oil all over the engine compartment. I ordered the parts from Moss Motors, having to pay the overnight fees; in the meantime a friend drove me to the Home Depot where I found suitable parts to do the job.

Triumphest is a gathering of Triumphs from the western states and about 155 cars attended the event including an Italia, a Dolomite and a Gloria. The Triumph Travelers Sports Car Club of the California bay area sponsored the event which was well organized and blessed with good weather. On Sunday, we bid our friends goodbye and headed to Indiana, Pennsylvania to attend the 6-Pack Trials.



We spent overnights in Winnamucca, Nevada, Layton, Utah, and Laramie, Wyoming. Custer South Dakota was our only two day stop on the way. Here we wanted to see the Crazy Horse memorial, we took the tour and it was an amazing sight. We had hoped to see Mt. Rushmore the next day, but it rained pretty hard so we did laundry and walked when it wasn't raining. We then headed across South Dakota, stopping at the Porter Sculpture Park that included a 50 foot tall bulls head and a horse almost as big, along with other metal sculptures. All within sight of Interstate 80.



## Jon and Claudia's Excellent 5 Week Adventure Cont.



We then headed to Iowa, with a stop at the Field of Dreams movie site. Unfortunately, we couldn't walk through the corn field as there was a wedding ready to begin. It was a beautiful place but very commercial. We spent the night in Dubuque, Iowa. Brazil, Indiana was our next overnight. The next day we drove the B-Line of north Kentucky, along the Ohio River. We went to the small towns of Augusta and Maysville, beautiful small towns. Sadly, the many distilleries in the area were not open.

The next overnight stop was in Barboursville, West Virginia. After leaving this stop, we had hoped to visit the New River Bridge and the National Park. We had made reservations at Fallingwater, a Frank Lloyd Wright designed house near Pittsburg. We had a 3pm tour time. So we decided to skip the bridge and national park and instead we stopped at a small distillery called the Appalachian Distillery. It's a one man show, he distills, bottles, labels and ships to 38 states. He makes mostly moonshine but also does whiskey and bourbon. We bought a bottle of the whiskey.



The drive to Fallingwater was on small county roads, very scenic and the house and grounds were spectacular.



The Roadster Factory



## *Jon and Claudia's Excellent 5 Week Adventure Cont.*



We arrive in Indiana, Pennsylvania a day before the 6-Pack Trials was to start. My mother was born and grew up in a small Pennsylvania town Brookville, and I promised her (she is 100 years old), that I would visit her town. My sister who lives in Cleveland drove down to meet us in Indiana and we drove through the green and lush country side, and then had lunch in Punxsutawney before returning to Indiana. We did just miss Phil at the restaurant!

The TRials started officially on Thursday, Sept.23<sup>rd</sup> with most participants arriving throughout the day. Thursday morning I noticed that one of my tires was really low, I pumped it up and we found a tire shop not too far away to see what the problem was. As it turned out the valve stem was damaged and caused the leak. They fixed it in short order and we went on our way to the Jimmy Stewart Museum in downtown Indiana. Thursday evening was the welcome party, where we were well fed. On Friday Claudia and I went to the Roadster Factory, just a few miles from the hotel. Albert was there and we met a few of the employees and just kinda wandered through the building, and we got a picture of Iris in front of the building. Friday evening about 40 of us traveled to Luigi's Restaurant for a great Italian dinner. It's difficult to describe a 6-Pack Trials as Claudia and I have only been to 4 of them. It's focus is TR6's and GT6's, and similar to Triumphest there is a lot of tire kicking and conversations on how to fix this or that, with a little repair work thrown in. A couple of head gaskets were blown as people arrived and drove the tours. I did my share; I had the only torque wrench there.

The Car Show is participant's choice, no judging in any formal way. Past Best of Class winners are placed in the Preservation Class and not included in the voting, for three years. Iris won her class a couple of years ago so we sat out the voting. There were 80 + TR6's, GT6's and TR5's along with a few others. All fine examples of the marquee. The show was held in a really nice park a few miles from the hotel and all the Triumphs looked great. Sadly, it started to rain half way through the show but it didn't deter the group until it started it rain harder. Some left the show for a group tour of the Roadster Factory, some drove one of the scenic drives and Claudia and I headed to a market to restock our cooler for our drive to Delaware the next day. At the Awards Banquet that evening awards were given out for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> in each category. We received 3 awards, the Preservation award, the 50<sup>th</sup> year award and the Longest Driven award.

Sunday, we said our goodbyes and headed for Bear, Delaware to see some friends. As we left Indiana Pennsylvania we drove into the remnants of the tropical storm Ophelia and had heavy rain for the entire trip. We saw several Amish buggies maneuvering the roadways in the rain. We had a miserable night in the hotel as there were several screaming kids, running up and down the hallways, setting off the fire alarm and crying all night.

We wanted to drive the Chesapeake Bridge/Tunnel on the way to Norfolk, Virginia but were advised that bridge work was going to begin that morning and lanes would be closed. We changed our route and headed to Virginia through Annapolis. We dipped our toes in the Atlantic Ocean in front of our hotel in Norfolk. The next morning we headed to Roanoke, Virginia stopping at the Appomattox Courthouse site on the way.

Then to Dillard, Georgia for the VTR National. At one of our gas stops we ran into a couple, Dave and Deb, who were having their TR6 shipped to the event, so were driving their regular car to the event. We crossed paths throughout the day, and spent some time with them during the event.

VTR was in a beautiful location in the northeast corner of Georgia and the host hotel as a rustic resort. Many participants, including us, were in different hotels as the host hotel filled fast. We had a minor issue

## *Jon and Claudia's Excellent 5 Week Adventure Cont.*

with our SU's and we got some help from Chris (forgot his last name) who was very knowledgeable Spitfire owner. Iris ran much better when we finished.

The Car Show was held on a very large field that could and did accommodate the 250 + Triumphs. There were race cars, several TR5's, a Gloria and the usual group of Triumphs. The Awards Banquet was the usual laughing and good cheer. We won 2 awards, 1<sup>st</sup> Place in Early TR6's Participants Choice, and the Herman and Helena van den Akker Longest Driven award, I was most proud of this award.

On Monday we headed to Bardstown, Kentucky for 2 full days. We had reservations for 5 distillery tours and of course tasting, my sister met us for two of them. On the first day we went to Heaven Hill Distillery, Log Still Distillery, and Preservation Distillery. On the second day we went to Bardstown Bourbon Distillery and Willett Distillery. We purchased a couple of bottles of bourbon and got ready for the trip to Jonesboro, Arkansas. As we headed to Jonesboro it started raining about 100 miles into our drive. In another 100 miles the wiper motor "took a dump". We pulled off the highway into a very small town unsure how to deal with the issue. One of the good old boys sitting around the gas station suggested we try RainX, 7 miles later we found a NAPA store and coated the wind screen with RainX. Who knew you could drive 110 miles with no wipers and still see, let alone not get stopped.

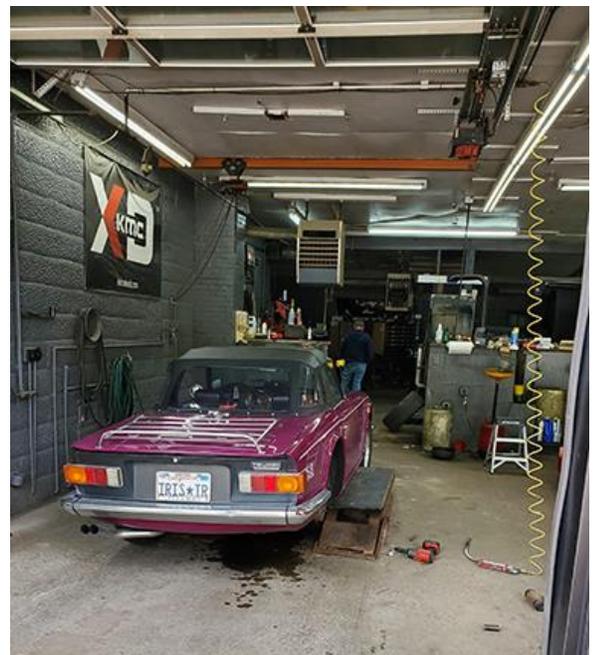
On our way to Fort Smith we encountered a small group of LBC's running down the freeway! In my experience it is really unusual to see another British car on the road unless you are traveling together; as we passed I got a picture.



Next to Fort Smith, Arkansas then on to Amarrillo Texas, Grants New Mexico, Kingman Arizona and then home to Ventura.

We had a great time in those 5 weeks, met a lot of great people, saw beautiful sites and scenery and attended 3 great Triumph events.

We traveled 8143 miles, using 358 gallons of premium gas and averaged 23 miles per gallon.



# Triplex Glass Date Codes

by Joel Justin



Many British cars from the 1950's thru the 1960's used Triplex glass for the windscreen and other windows. I know for sure Triumph and MG did, and I'm guessing Jaguar, Austin Healey and others did as well. If you have any original glass on your car, you can determine the approximate build date. It's approximate because the date is when the glass was made, not when the car was built, but I don't expect glass sat around for long, so it's a good approximation.

To figure out when your glass was made, find the Triplex logo, usually in an upper or lower corner of the glass. If you don't find it on your windscreen, try a side window (if you have them!). Here's how you decode your logo:

The year code can be found in the letters of the word TOUGHENED. This also works for the word LAMINATED. One dot below a letter gives the year of the decade (you need to at least know the decade!):

T = L = 1  
O = A = 2  
U = M = 3  
G = I = 4  
H = N = 5  
E = A = 6  
N = T = 7  
E = E = 8  
D = D = 9  
No dot = 0

The quarter code of production is found in the letters of the word TRIPLEX. One dot above a letter indicates the quarter of the year:

T = 1Q (Jan, Feb, March)  
R = 2Q (April, May, June)  
E = 3Q (July Aug, Sept)  
X = 4Q (Oct, Nov, Dec)

Here's some examples with real build dates from my Heritage Certificates:



Triumph 10 Estate Wagon  
Build Date: September 15, 1958 (3Q58)  
Quarter Dot: X = 4Q  
Year Dot: last E = 8 = 1958

# Triplex Glass Date Codes

by Joel Justin



Triumph TR4  
Build Date: October 4, 1961 (4Q61)  
Quarter Dot: E = 3Q  
Year Dot: T = 1 = 1961



Triumph 2000 Mark 1 Saloon  
Build Date: November 1, 1965 (4Q65)  
Quarter Dot: E = 3Q  
Year Dot: H = 1 = 1965

If you don't have a Heritage Certificate, go look at an original piece of glass and see about when your car was built!



# CARS, COFFEE AND GARAGES by Pam Justin



Our new event of Cars Coffee & Garages has been a huge success. Here's a review of our last two of the year.

In August, Jon and Claudia Korbin hosted, and we had 28 people in 17 cars. 10 cars went on the drive, the rest met at Jon and Claudia's house.

In October Ron and Julie Root hosted and we had 41 people in 21 cars. 14 cars went on the drive and the others met us at the site of one of Ron and Julies garages.

After the October CC&G, Joel Justin offered to do a Tech Talk at his garage on Cam Timing. There were 7 that showed up.

Stay tuned next year for some more CCBCC Cars, Coffee & Garages events!!



# Elections for board members coming up



It is coming up on that time of year again in which we hold club elections to determine who our board members will be for 2024. Elections are held at our December 3rd lunch meeting but you can also submit your vote by mail. But first, we need nominations.

**If you are interested in serving or know of someone who is, you can make candidate nominations for any positions, beginning now and up until the election on December 3rd. You can submit your nominations via email, mail or at the November 7th general meeting and at the December 3rd meeting up until the election is held.**

Positions up for election/re-election, along with a summary of duties are listed below, current officers are in parenthesis (*full job descriptions can be found in the Bylaws in the Member Info section of the club website*).

## **Vice-President** (David Reid)

- President substitute and assists other board members
- May also act as events coordinator

## **Recorder** (Kenn Clark)

- Take minutes of club meetings

## **Treasurer** (Chris Vujea)

- Keep correct records and financial accountings of the Club's income and expenses
- Maintain Club bank accounts and business certificates
- Collect and distribute the mail from the Club's P.O. Box
- Provide a year-end financial report

## **Membership Chairman** (Pam & Joel Justin)

- Issue and collect new member applications
- Provide new member welcome package
- Maintain a membership roster
- Maintain the Google Groups email distribution
- Organize the club events booth at the Club's car show

## **Newsletter Editor** (Terry Schuller)

- Edit, publish and distribute the monthly club newsletter

**Advertising and Sponsorship Chair** Eric Baldwin-Obtain advertisers and sponsors for newsletter and events

## **Webmaster** (Patrick Redd)

- Maintain the club website

Nominations

email [t-carlsen@roadrunner.com](mailto:t-carlsen@roadrunner.com)

mail: **CCBCC Board Nominations**  
**2674 East Main Street, Suite E614**  
**Ventura, CA. 93003**



# Traveling in Your LBC, How to Avoid the Flatbed A list of Travel Supplies



**Lists - Martin Keller, Jon Korbin  
Write up – Ted Carlsen**

In the last couple of Months, I have had the opportunity to witness how some of our members prepare for road trips in their LBC's. Roadside repairs are probably inevitable at some point and flatbed retrievals are no fun (nor cheap).

Some of you may know members Jon & Claudia Korbin, they travel thousands of miles a year on long road trips across the county in their TR6. On the club's two-day Wigwam trip, members came to the roadside rescue of other members by having spare parts and tools buried deep inside their LBC.

This got me thinking; most of us keep our cars pretty local, so a flatbed ride is close enough to be covered by AAA or our insurance so we carry little to no tools or parts in our classic cars. But what about those who adventure a little further like a Sunday drive down highway one or a club event to New Cuyama? Then there are the multi-day trips to Cambria or the Wigwam in San Bernardino. All of which become more reliant on us to be a bit more prepared for the roadside breakdown.

The size of our cars limits what we can bring, especially when we have luggage and lawn chairs taking up valuable trunk real estate, and we can't exactly tow a parts car behind us. So, I asked two of our experts (**Jon Korbin & Martin Keller**) if they would share with the club what they consider important supplies to keep their LBC moving down the road and making that event or hotel reservation. They generously provided the following lists for you to pick and choose from in case you decide to travel beyond your local tow limits. We hope you find this helpful some day in your future adventures.

Cheers,  
Ted Carlsen

## Jon and Martin's LBC survival lists

### Safety

Automotive fire extinguisher  
Foldable roadside hazard reflectors  
Bright yellow/orange reflective safety vest  
Flash light/headlamp

Cell phone and charger  
Roadside assistance card (e.g. AAA or Hagerty)  
Work gloves  
First aid kit  
Water bottle

### Supplies

Zip ties  
Safety wire  
JB Weld kit  
Tube of super glue  
Sheet of gasket material  
Shop repair manual  
Parts catalog  
Sharpe Pens (Fine line and wide tip)  
Zip Lock Bags  
Several Golf Tees (used to plug lines)  
Can of Fix a Flat  
Tire Plug Kit

Roll of Duct Tape  
Roll of Blue Tape  
Painters Plastic Tarp  
(2mil x 10' x 10' folded up  
in bag)  
Tub of Hand Wipes  
Old Bath Towel  
Radiator stop leak (Power  
Tube)  
Small tube of bearing  
grease  
Small can of WD 40  
Quart of motor oil

# Traveling in Your LBC, How to Avoid the Flatbed A list of Travel Supplies



## **Spare Parts**

Points  
Condenser  
Rotor  
Electronic module if applicable  
Distributor cap  
Coil  
Couple feet of (1/4" ID) fuel line  
Set of radiator hoses  
Fan belt  
Roll of electrical wire, red and black  
Assorted electrical connectors  
Fuel pump  
Fuel pump rebuild kit

Spare bulbs  
Light switch  
Voltage stabilizer  
Fuses (10,15,20 amp)  
Exhaust flange gasket  
Carburetor linkage and cable ends and cable  
Water pump  
Hose clamps (assorted sizes)  
Cotter pins (assorted sizes)  
Assorted size nuts, bolts, screws, washers

## **Box of tools**

1/4" Box/Open End wrench  
1/2" Box/Open End wrench  
13mm – 12mm Open End Wrench  
Modified 1/2" Open End Wrench (Cut down Length)  
7/8" Box/Open End Wrench  
8" Crescent Wrench  
6" Crescent Wrench  
Straight Needle nose pliers  
90 deg Needle nose pliers  
3" Vise Grips (2 pair)  
6" Straight Slot Screw Driver  
6" No 2 Phillips Screw Driver  
Straight Slot Stubby Screw Driver  
No 2 Philips Stubby Screw Driver  
1/4" dia. Drift punch  
1/2" Steel Chisel  
6" Vise Grips  
10" Channel Lock pliers  
6" Channel Lock pliers  
General pliers  
Small Ball Peen Hammer  
Box Cutter and extra blades.  
1/2" drive torque wrench  
Alligator Clips attached to wire (3ft long)  
Small Set of Sockets and Ratchet Wrench & extensions.  
Small Air Compressor

Small Battery Jumper / Charger  
Small Jumper Cables  
Tow Strap (10 ft long)  
Two 500 LB Load Ratchet Straps  
Cars Road Jack and Rod  
Lug Wrench Socket and Breaker Bar  
Two Magnetic LED Flash Lights and charging cord  
LED Head Lamp Light  
Small Wheel Chock  
6" Hemostats  
Flat File Metal  
Feeler Gauge Set  
Small Pick/Hook Set  
Magnetic Tray to hold parts  
Magnetic Extension Pen (use to pick small parts up when dropped into small places)



## [Jon & Claudia Korbin's Cross-Country Road Trip Advice](#)



As some of you know Claudia and I have been crossing the country in our 1973 TR6, Iris, for the last 5 years. Before getting our TR6 we drove our TR3 all over the western states, traveling a total of around 325,000 + miles.

Some parts and tools are specific to the model, but basically these are things that can be repaired pretty quickly on the side of the road. I would like to add that regular maintenance is as important as having the right parts with you on the road. So, for those of you who asked or are just curious here is what we pack for our travels in the TR6.

- 2 sets of Spark Plugs (12)
- 2 sets of points and condenser
- 2 red rotors
- spare set of spark plug wires
- spare coil
- 3 fan belts
- 2 dual filament bulbs
- 1 brake light switch
- electrical wiring repair ends
- wire
- 1 distributor cap
- 1 backup electronic module
- 1 fuel pump and gasket
- 1 fuel pump kit
- 1 oil pressure valve
- 1 oil pressure switch
- 1 radiator cap
- 1 thermostat and gasket
- 1 float bowl float (I have SU Carbs)
- 2 sets of front wheel bearings
- 2 throttle return springs
- assorted zip ties
- small coil of safety wire
- set of radiator hoses
- assorted nuts, and washers, and small bolts
- repair kit for rear brakes

Most importantly a set of hand tools, no sense in bring the parts if you don't have the tools.

- Sockets, in the usual sizes
- 3/8" and 1/4" drive ratchets
- short and long extension
- open end wrenches
- screwdrivers, both Philips and flat blade
- wire cutters and pliers
- feeler gauge

- repair kit master cylinder
- spare jets for SU carbs
- fuel filter
- gas line
- tire plug kit
- 2 u-joints
- Alternator
- water pump and gasket
- brake fluid
- 20/50 Valvoline VR1
- can of Fix a Flat
- I do not carry a spare tire

- carb synchronizer
- breaker bar (for removing road wheels)
- torque wrench
- small compressor
- tire pressure gauge
- small multi meter
- hand cleaner
- tube of gasket maker
- a small container of wheel bearing grease
- small butane soldering iron and solder
- test light
- plumbers tape
- electrical tape
- cleaning and polishing supplies

## **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](mailto:katwrench@aol.com)

### **Kelvin Dodd**

Tech support for Moss Motors  
MGA-MGC, all makes, electrical issues  
[KelvinD@roadrunner.com](mailto:KelvinD@roadrunner.com)

### **Joel Justin**

Lifetime Triumph devotee  
Triumph TR2, TR3, TR4, TR6, GT-6 General information  
[J\\_bar\\_J@hotmail.com](mailto:J_bar_J@hotmail.com)

### **Gerald Davies**

Owner  
TR6, TR7 & TR8 General information  
[d90man@aol.com](mailto:d90man@aol.com)

### **Paul Wittrock**

Previous owner  
TR3A General information  
[wittrock.paul@aol.com](mailto:wittrock.paul@aol.com)

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## ***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](mailto:dtreid@gmail.com)

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

All 158 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!

# My First British Car by Martin Hall



“What kind of car is that, I’ve never seen one like it before?”

“It’s a 1950 Alvis special bodied two-seater”

My first car was discovered by my father in 1963 when helping to clear out non-running vehicles from storage after the owners’ funeral. We had looked at other used cars. I desperately wanted the clean, low-mileage non-running MGA twin-cam, but it had no compression on two cylinders and a terrible record for reliability. The TR2 at least ran, but corrosion damage was too serious. The Bristol 401 was clean, but too expensive.

It was six months before I would be old enough to drive it legally on public roads. Enough time to repair the worst rusted areas of the dark green body and spray paint it battleship grey, and just in time for my driver’s license road test. Mechanically it was sound; cosmetically it was as good as it would ever be (the ragged canvas top and side-screens were beyond repair so the examiner and I had a “top-down” ride on a dry English summer day).

Alvis was a successful low volume manufacturer with a reputation for good design and quality. Their 12/70 model sold well from 1937 until 1940 when production was diverted to aircraft engines and military hardware. The design was resurrected postwar with only minor changes as the TA14 model in 1946. The chassis was used by several coachbuilders for sedans, coupes and four seat convertibles and my Alvis TB14 used this chassis without shortening it, resulting in a car with rather awkward proportions.



Only 100 were built as 1950 models by A P Metalcraft. It was larger and heavier than contemporary two seaters, more expensive than Jaguar XKs, and slower than TRs and MGs. Twin SU carburetors on a 1900 cc 4 cylinder produced 68 bhp at 4000 rpm (3 hp more than the single carb equipped TA14). A long stroke/ small bore four-cylinder engine was designed to suit tax rules. It had semi-elliptical leaf springs and solid axles front and rear. Mechanical twin leading shoe drum brakes were a wondrous assembly of threaded rods, clevis fasteners, bell cranks and pivots. Narrow rims held 600-16 tubed tires. It did have 12volt electrics, but it was still a 1930s vehicle under that body.

From 1963 to 1968, the Alvis was my daily driver and I drove home most weekends from my work location “room and board”, a 100-mile trip avoiding the M1 motorway. It was not a car for high-speed cruising.

Continued on next page

## My First British Car by Martin Hall, cont.



What did I learn during those five years? The generator was incapable of sufficiently re-charging the battery during short trips, or at night with headlights on, or with windshield wipers on or the heater blower running. I kept the crank start handle behind the driver's seat to save time. There were three levers behind the horn button on the steering wheel hub; turn signal, headlamp high/low beam and distributor retard. A sixpence coin (the thinnest coin of the realm at the time) was perfect to put under the throttle linkage stop screw, and with the ignition retarded, the engine started easily even when cold.

When the clutch pedal literally falls off while driving and lays by your feet, broken at its attachment point to the lever under the plywood floor, you can still drive the remaining 20 miles to get home. Ignition on, select first gear and press the starter button. Yes, the engine starts up as you roll forward! Do the best job you can at rev matching when upshifting or downshifting. Try not to stop (but if you must then make sure it's on a level stretch of road or downhill and turn off ignition). Repeat.

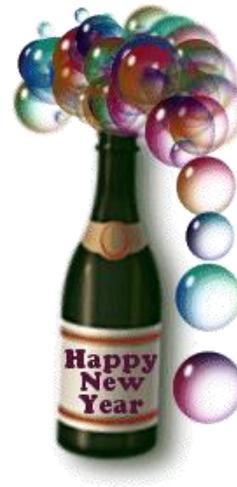
I ran over some debris and put a small hole in the gas tank. The "low fuel" warning is the persistent noisy rattle from the electric fuel pump mounted on the firewall. Connection to the fuel pick-up is at the top of the tank, located under an access plate screwed to the plywood boot floor. With a length of hose connected to the chassis fuel line through this hole and inserted in a two-gallon petrol can, you carry on driving just fine.

After all the many linkages had been correctly adjusted the brakes were surprisingly effective, until you drove through puddles. (This is England, where it rains a lot). You try to avoid panic situations by riding the brakes frequently.

Fold flat windshields make some cars look exciting in magazine advertisements. I tried it once. Never again. Maybe, perhaps, if it was in a parade?

Since the 1930's, improved metallurgy enabled higher engine speeds and power output. The piston rings on the Alvis broke after four years of my enthusiastic driving. The red-line was 4200 rpm. Luckily the ring pieces stayed in their grooves and did not damage the bores seriously. When pedestrians stopped and pointed at the smoke billowing out under the car from the road draft tube, I knew it was time. Boring, honing, new pistons and rings, a crank re-grind and "may as well do valves and guides while we're in there" made a large hole in my savings and I drove more gently even after the break-in period. Youthful inexperience can be an expensive lesson.

Both Joseph Lucas *and* Joseph Whitworth made contributions to the design, so I carried a variety of essential parts and tools. Adjustable spanners, vise grip pliers, electrical tape, wire and fuses were all necessary to deal with those similar but incompatible bolt threads and intermittent connections. I never needed a tow truck because all the problems or failures I experienced were minor and could be fixed roadside. Simple mechanical mechanisms are often the best, and my first car turned out to be reliable and easily repaired transportation. A great first car and no one I met had ever seen another like it.



## 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 Dec. 10th

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 2023-2024



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.

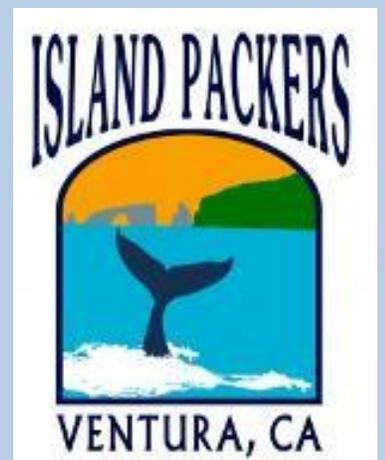
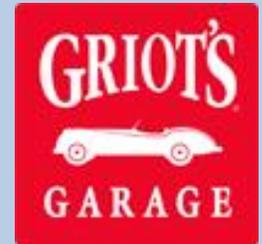
We are using a fixed menu of 6 or so items. That can change monthly with enough notice.



# 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](mailto: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 March/April 2024

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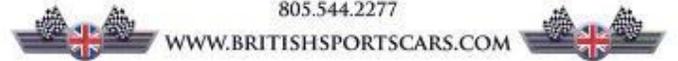
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# Suggestions for Runs, Brunches, Or Visits



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](http://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](http://www.santasusannadepot.org)
4. **Neptunes Net** serves breakfast and lunch. Contact info: (310)456-3095, [www.neptunesnet.com](http://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](mailto: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](mailto:dtreid@gmail.com)

## Teddy Bear Run

We had 17 LBC's and 1 Prius at the school and 14 LBC's went on the run. We gave the school a total of 46 Teddy Bears. We had 25 members eat at Boccali's. It was such a beautiful day, sun out not too hot Lunch was excellent, and sitting around talking to club member old and new was great.





# *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

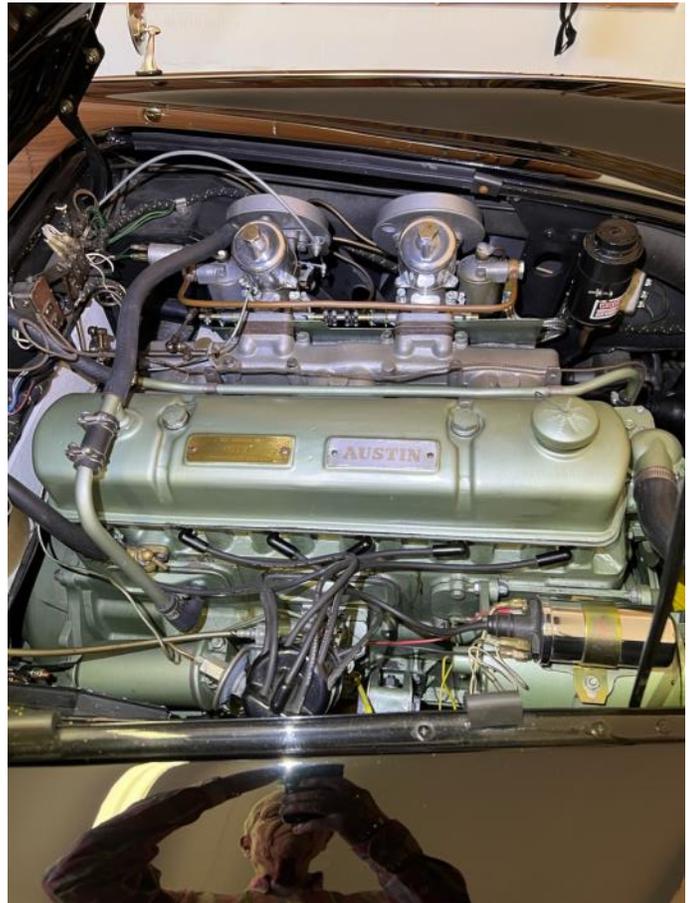
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# Classifieds



## 1976 Triumph TR7 Victory

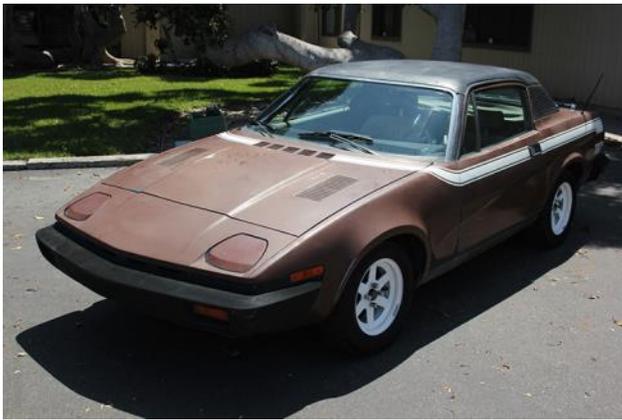
Running project car—great candidate for a full restoration. No rust or rot. Southern California car.

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 \$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](mailto: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](mailto: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.