

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 40 Number 1, February, 2024

WWW.CENTRALCOASTBRITISHCARCLUB.COM

George Cosh's 1976 TR6



I bought the car from a dealer in Ohio. It was a Florida car. It had overdrive and a factory hardtop, two options I wanted. With the help of Russ Thompson in Reseda, and the wonderful people at British European in San Pedro, "Alan" (named after actor Alan Alda-who did adverts for the TR6) was brought back to proper working order. It needed new carbs, a rebuild of the front and rear suspension, the roll up window guides, alternator, new trim pieces, and a new canvas top. I restored the engine bay myself-certainly not concours, but much improved!

I dreamed of having a TR6 as long as I can remember, and it's everything I've dreamed it would be. I have a '84 Alfa Spider, and although a wonderful car, I personally think the TR6 is more fun to drive. It is a little brute!

My other cars are a '58 Austin Healey, the '84 Alfa, and a 2001 Porsche Boxster S. Sorry Germany and Italy, I love my Alfa and Porsche, but the Brits have you beat in the character department. Their cars are living beings-exuding personality, are warm and inviting. I'm very fortunate to have the TR6, and we drive it every chance we get.

My brother (pictured) and I had just completed a drive up the Angeles Crest Highway. He was impressed by the handling capabilities of the Triumph, and this is coming from the owner of a C-5 Corvette, an Alfa GTV, and a Mazda RX-7

BUSINESS INFO



GENERAL MEETINGS:

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

2024 Feb. 6, March 5, Apr. 2, May 7, June 4

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.

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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



Preserve, Restore, Drive

I recently watched a 1935 Chevy EB series pickup on the Bring-a-trailer auction site. It was in complete original condition with mostly surface rust “patina” for its color. A license plate was used to cover a hole on the side of the bed and it wore its many dings and dents as badges of honor for its 88 faithful years of service on a ranch in Colorado.

Surprisingly the vehicle still runs and drives well, at least in the seller’s video. The seat had been re-upholstered as all of the rest of the interior had succumbed to father time. Overall, the chassis was surprisingly grease free and all parts were present. This vehicle was clearly maintained over the years. Comments during the auction begged the new buyer not to restore this piece of original history.

To me it was amazing how it had survived this long, as most work trucks become “back 40” yard art or converted into hot rods long before their 88th birthday. As the auction progressed, the cash register started ringing. At the end of the auction this piece of original Americana hammered for \$25,000! That is what a freshly restored truck might sell for!

The preservation market has gone crazy over the last five years, especially as the price to restore anything these days can easily exceed \$100K if you have a shop do all of the work. Not many LBC’s can tolerate that kind of expenditure!

So, keep maintaining that beloved LBC of yours while driving the daylights out of it and when it breaks down, remember, “Shift happens”. Who knows, after 88 years, its battle scars might be worth more than you paid for it! Like I said, “shift happens”!

Cheers,
Ted



DYTD

Drive Your Triumph Day



Drive Your Triumph Day

Saturday, February 10, 2024

Dear Triumph Enthusiast,

Drive Your Triumph Day is just around the corner on Saturday, February 10, 2024.

I'm Rye Livingston, a proud member of the Triumph Travelers Sports Car Club located in Northern California, and I wanted to extend an invitation to all Triumph and Standard owners worldwide to join us in commemorating Sir John Black's Birthday. This visionary individual orchestrated Standard's acquisition of Triumph post-World War II, paving the way for the incredible cars we cherish today.

Since its inception in 2016, Drive Your Triumph Day has gained remarkable traction. I've received hundreds of photos from participants across the globe: England, Scotland, Ireland, Wales, New Zealand, Australia, South Africa, Uruguay, Netherlands, Germany, Switzerland, Finland, Canada, Holland, Czech Republic, and the USA. With this year's event falling on a Saturday, I'm hopeful that we'll have even more participants!

Participating is easy – on February 10th, take your Triumph or Standard out for a spin. Whether it's a solo drive on a scenic country road, a leisurely outing to lunch, or a commute to work, seize the moment. Bring along your spouse, friend, child, grandchild, or even your furry companion, and take a photo. The focus should be on the car, ideally with the owner or passenger situated against a cool backdrop, landmark, scenic vista, or even in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Embrace creativity and have fun with it!

Once you've captured the moment, email a high-resolution photo to driveyourtriumphday@gmail.com, accompanied with some basic details: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter and website, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day Facebook page.

Feel free to spread the word by forwarding this invitation to other Triumph and Standard Owners and Clubs you may know of. Don't forget to reach out to your club's Activities Chairman and Newsletter editor. Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to drive their Triumphs & Standards on February 10th.

Best Regards,

Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com



Sound and heat insulating your LBC floor and Transmission Tunnel By Ted Carlsen



Heat and noise, it's something it seems British manufacturers deliberately engineered into their cars rather than out of them. Since most LBC's are open cars, engine noise is just part of the experience, and I imagine engine heat in the cabin was welcome in the UK just about any time of the year. With an enclosed LBC in southern California, these attributes can become detrimental to one's driving enjoyment.

After purchasing our 1969 Triumph GT6+, we quickly found engine heat, noise, and at times, fumes, overwhelmed the cockpit. Heat at the throttle, baked my right foot and leg. After pulling up the carpet around the transmission tunnel, I discovered the tunnel was warped, lacked seals and insulation, and I could see directly into the engine bay. The solution was a new transmission tunnel, new seals, floor and tunnel insulation and exhaust heat wrap. Heat still penetrates the cabin but is now significantly less. Here is the process I went through:

Step 1 – Carpet removal

- 1) Unbolt the seats and remove from the car.
- 2) In the GT6 I had to remove the radio support as it is bolted to the tunnel.
- 3) Unbolt your seat belts if you have them and anything else that is bolted through the carpet.
- 4) I wanted to retain my current carpet so I used a metal putty knife to help lift the carpet as it was glued to the floor.
 - a) Find an edge to start lifting the carpet and work the putty knife along underneath while peeling back the carpet. Be careful of any wiring under the carpet.
 - b) Some carpet has padding or "Jute" that may or may not be glued to the carpet or floor.
 - c) In some cases, removal could damage the padding and/or carpet and will require replacement. This is a good time to do so if your carpet and/or padding has perished.
- 5) Scrape up any remnants of glue or stuck carpet or padding on the floor.





Step 2 – Transmission tunnel removal, Transmission inspection

- 1) Unscrew the shift knob
- 2) Remove all bolts and screws around the perimeter of the tunnel cover
- 3) Pull back while lifting up on the tunnel to clear the shift lever and remove the tunnel from the car. Mine was in terrible shape so I purchased a new one from British Parts Northwest (No taxes and free shipping on orders over \$150).
- 4) This is a good time to inspect your transmission for leaks and check the rubber mounts. I had a bad reverse light switch and my transmission mounts had perished. The reverse light switch is a simple detach and re-attachment of the new one with two screws and two wires.
- 5) Using a jack, I supported the transmission, removed the old transmission mounts, slid in new ones, re-fastened them and removed the jack. The switch and rubber mounts were included in the B.P.N. order with the tunnel.
- 6) Speedometer cable and clutch cylinder are also highly accessible at this point so give them an inspection as well.
- 7) Also inspect the wiring harness that is now exposed on the floorboard. I found one disconnected wire and two worn connectors that I replaced. Turns out the disconnected wire was my dome light. Another unexpected item checked off the to do list!

Step 3 – Cleaning and sealing the floorboards

- 1) My floorboards had significant surface rust as this car was in the northeast. Moisture from wet feet soaking the carpets and salt air was likely trapped in the carpet for long and repeated periods.
 - a) I used a wire wheel on a grinder to clean as much of the rust off as possible to get back to bare metal. An orbital sander and wire brush were also utilized. **STAY AWAY FROM YOUR WIRE HARNESS DURING THIS PART!**
- 2) After removing the surface rust, I vacuumed up the dust and rust then thoroughly wiped down the floor with alcohol.
- 3) I taped off the thresholds and anything else I wanted to protect around the edges of the floor.
- 4) Using a foam brush (Home Depot) and POR 15 (Amazon), I coated the entire floor with three coats of POR 15 (wait for each coat to dry before applying the next one). This protects the bare metal from future rust and locks in any rust that I was not able to 100% eradicate.
 - a) I used the better part of a quart and multiple foam brushes. Make sure you dab it in all of the cracks and crevices.



Continued

By Ted Carlsen



Step 4 – Installing the sound and heat matting

- 1) Dynamat is probably the most familiar name for this product but it is very expensive. There are many affordable options on Amazon and the web. I recommend buying them in sheets rather than a roll, as sheets are more manageable to work with. You will also need a set of rollers to press it down (these are also an Amazon item). One box (36 sq ft.) was sufficient for my GT6 floors, firewall and transmission tunnel with a few sheets left over.
- 2) I vacuumed and wiped the floor down with rubbing alcohol again to make sure I had a dust free surface.
- 3) Start with an area that you can utilize an entire sheet to get the hang of installation.
 - a) Before removing the backing, lay the sheet where you want it and then, using your fingers, deform it by pressing down and shaping the material to match the installation surface.
 - b) Once you are happy, lift the sheet, remove the backing exposing the adhesive and gently place it back onto the surface, matching the form you created.
 - i) Working from one end to the other, use the largest roller wheel to press down and affix the sheet to the floor.
 - ii) When you get to edges and small areas use the appropriate size wheel to get a good seat and attachment to the floor surface.
 - iii) These sheets have “bubbles” that flatten after the wheel is pressed over them so you can tell where you have been and what still needs to be pressed.
 - iv) Continue working your way across the sheet from one end to the other until complete.



Continued

By Ted Carlsen



Step 6 – Replacing the carpet.

- 1) You can install carpet padding (also known as Jute) and then carpet or just the carpet over the sound deadening. Jute will help with additional heat and sound insulation.
- 2) Use an upholstery tack glue (3M or other brands)
 - a) Spray on to the area you are covering and on the back of the Jute or carpet, let dry until it becomes tacky, then place together and press down on all areas with your hands.
 - b) Repeat this process throughout
 - c) Replicate the gluing process if placing carpet over Jute if you are installing both.
 - d) Be judicious when tacking down.
 - i) I recommend areas that get traffic have more glue and other areas less to allow for future removal if you need access.
 - ii) I did not glue the carpet on the tunnel so I could remove it in the future without tearing up glued surfaces and damaging the Jute and carpet.



Continued

By Ted Carlsen

Step 7 – Re-install radio support, seat belts and seats.

Step 8 – Wrap exhaust pipe with heat wrap

- a) To keep the wrap from unravelling over time, I started at a pipe clamp to pinch the wrap and then used a standard hose clamp at the other end to tighten the cloth down.
- b) Be sure to have good overlap in the wrap to keep it tight and maximize insulation. This wrap is available at O'Reilly's, Amazon and elsewhere.

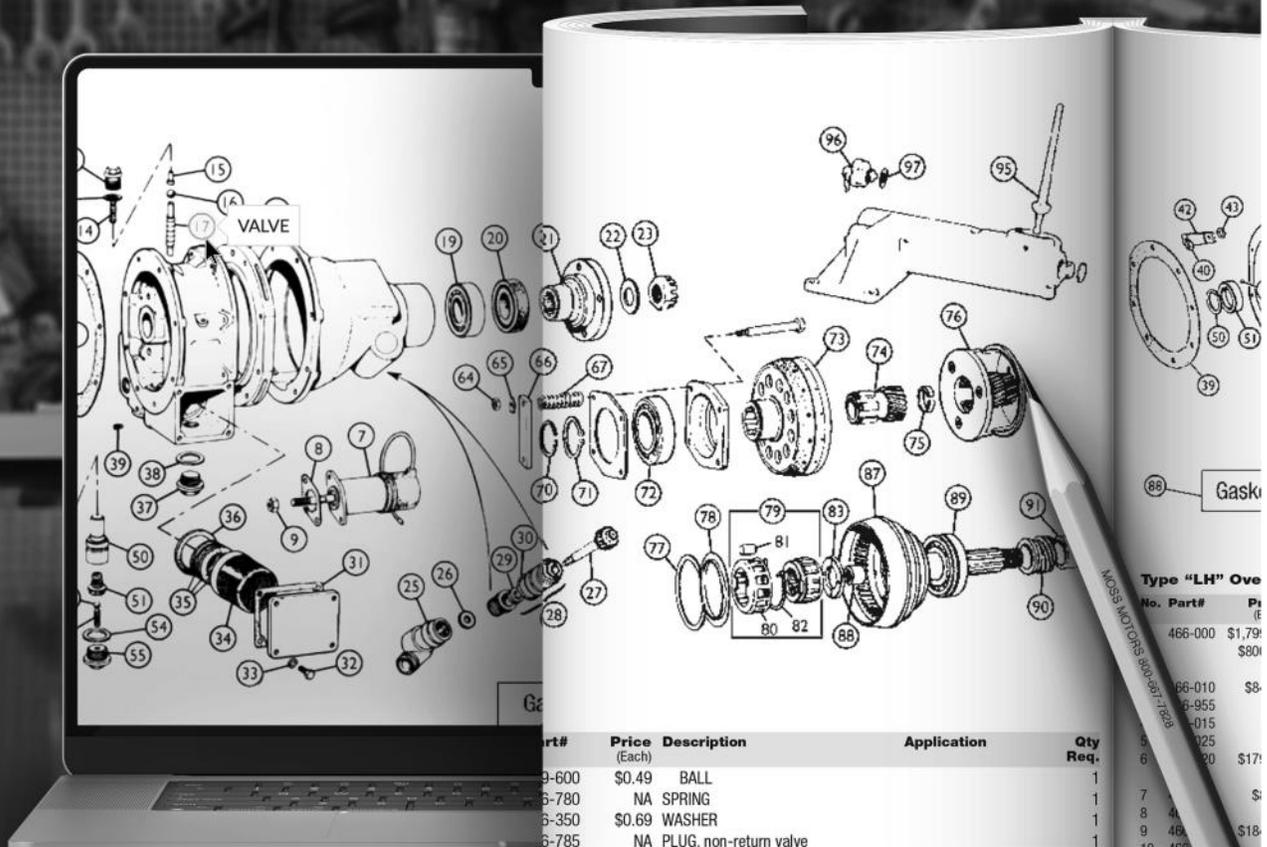


This process will not completely isolate noise and heat, but you should notice a significant difference making your ride that much more enjoyable.





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CCBCC MEMBERS ONLY TECHNICAL SUPPORT



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

Jean Preis

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

Kelvin Dodd

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

Joel Justin

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

Gerald Davies

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

Paul Wittrock

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

New Monthly Articles, Need Submissions



Eric Baldwin had a great idea for a monthly article. A few paragraphs of your very first British Car. You may not have a picture from this time; but there are stock photos of all British Cars on the web.

Please submit article and picture(s) to dtreid@gmail.com

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

All 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!

Cars and Coffee, next one Feb. 24, 2024, 8-10



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 Feb. 11, 2024, 8-11

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 Member

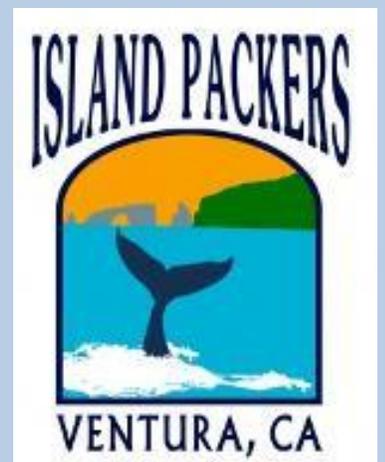
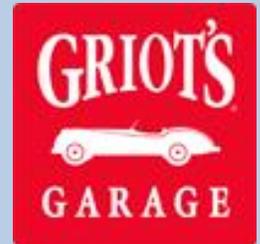


Ed & Lisa De Reyes #158
1956 MGA
Port Hueneme

Thank you to our Car Show Supporters for 2023



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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 158 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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The LBC That Could

A Note From George Badger to George Barker

Once I had to go to the top of Mt Toro, Monterey County, in a snowstorm to do some radio work. No "all weather" tires or chains needed



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





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

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In addition to our silk-screened regalia above, we are now offering for members, high quality club regalia. **Lisa Rizzo at Ventura Custom Embroidery** has our logo on file and can make almost any kind of regalia desired. Please visit our CCBCC Website to find all the information needed to order. Items ordered will be in Royal Blue (the official club color) or some can be in white.

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