

# THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 40 Number 3, April, 2024

[WWW.CENTRALCOASTBRITISHCARCLUB.COM](http://WWW.CENTRALCOASTBRITISHCARCLUB.COM)

## Stewart Morse 1965 TR4A, from last years Easter



Cont. on pg. 4

# 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—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](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 Eric Baldwin, [thebaldwins@roadrunner.com](mailto:thebaldwins@roadrunner.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



## Your CCBCC Board Members For 2024

### PRESIDENT

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

### PRESIDENT CONSULT (non-voting)

Michael Gustafson  
[mikegus999@gmail.com](mailto:mikegus999@gmail.com)

### VICE PRESIDENT

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

**RECORDER** Kenn Clark  
[kenn49clark@hotmail.com](mailto:kenn49clark@hotmail.com)

**TREASURER** Chris Vujea  
[CCBCCbooks2017@gmail.com](mailto:CCBCCbooks2017@gmail.com)

### MEMBERSHIP

Pam Justin [pjquilter1@hotmail.com](mailto:pjquilter1@hotmail.com)

### NEWSLETTER EDITOR

Terry Schuller [dtreid@gmail.com](mailto:dtreid@gmail.com)

### ADVERTISING & SPONSORSHIP

**CHAIR** Eric Baldwin  
[thebaldwins@roadrunner.com](mailto:thebaldwins@roadrunner.com)

### WEBMASTER

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



## One year as your club president

*In March of 2023 I was kidnapped and drugged, and when I woke up, I found myself tied to a chair labeled CCBCC President...* No wait, my freedom was conditional that I never mention that part. Pretend you didn't read that!

In March of 2023 I was nominated and elected as your new club President and it is hard to believe the first year of ~~captivity~~ (*err strike that*), I mean of the two-year term is already behind me!

I must admit, I was a bit apprehensive about following the long termed and well-loved presidency of Michael Gustafson. After accepting the job, I began to re-evaluate my decision-making paradigms. Monica and I had only been members for a few years and only attended a few meetings and two car shows. I was only familiar with a few members and I am terrible with names. I am not a particularly social person, and I realized I don't really have any historical knowledge of how the club has been run over the decades, and what members have come to expect from the President and the club.

I had two choices, I could either try to replicate the past and risk falling short of expectations, or change things up and go my own way and reset expectations. Either choice has its risks and I didn't want to be the first CCBCC President to be impeached. But, going my own way gave me the freedom to try some new things. I am grateful for the club members being patient and accepting, along with the occasional feedback.

Well, a year on and the risks seem to be less of a concern than I thought (no assassination attempts yet, at least that I am aware of). Many of you have been gracious with positive feedback, and my personal style and methods have allowed me to learn many of your names, make new friends and tailor the presidency to my personality.

This year we celebrate the club's 40<sup>th</sup> year starting from a gathering of 13 people, growing to the 150+ members we enjoy today. Many clubs don't stay together this long, so 40 years is a testament to the unity the members bring, regardless of who is the President.

Monica and I will be hosting a 40<sup>th</sup> celebration at our house on June 22<sup>nd</sup>. Save the date and watch for information as the date nears.

Thank you for allowing me to be your President and for your acceptance (*hopefully*) of a different style than what you are used to.

Cheers,  
Ted



## Continued From The Cover Picture



"Happy Easter from Raspberry Cottage in Arroyo Grande" Lori and Stewart Morse are the second owners. They have owned the car since 2022 and it has taken nearly 2 years to get it running well. Long journeys have been challenging, but Zoomy (cars name) really likes to drive B-roads by the coast or through the vineyards.



# Movie Night

Saturday, May 4<sup>th</sup>  
at the Justin's

Happy hour, dinner and socializing from 5:00pm to 8pm

Outdoor movie starts at 8:00pm

*(or as soon as it's dark enough)*

### Bring:

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



Popcorn will  
be provided!!



RSVP to Joel at [j\\_bar\\_j@hotmail.com](mailto:j_bar_j@hotmail.com) or sign-up at a meeting





## **ALL BRITISH CAR MEET AND AUTO JUMBLE**

**WOODLEY PARK, VAN NUYS**

***Sunday, April 28, 2024 - 9am to 3pm***

[Click here to register online.](#)

[Click here to download entry form.](#)

**Day of Show Registration \$30 at the Gate CASH ONLY**

**GATES OPEN AT 8:00 AM FOR PARTICIPANTS**

It will be a non-judged "meet" designed for the enthusiast and serious collector alike. All British marques (cars and motorcycles) are welcome.

An area will be set aside for an Auto Jumble (Swam Meet) USED AUTO PARTS ONLY! Spaces are the same price as show entries.

Commercial vendors \$100 per space. MUST PRE-REGISTER BY MARCH 25.

There will be food, music, and general merriment. ADMISSION IS FREE FOR SPECTATORS.

We are sure it will be a day you don't want to miss. Click her for a [map and directions.](#)

Contact us at [info@queens-english.org](mailto:info@queens-english.org) or by voice, (626)797-4221

# CCBCC Car Show Sept. 22, 2024



This years car show has been moved up a couple of week to Sun. Sept. 22. Mark your calendars now so you don't double book yourself!!! More details forthcoming.



## CAR SPOTTING



What British cars do you see here?  
How many makes and models you can identify in this vintage photo.

Enjoy,

Ted

Madison Smith imports - Tennessee



# FEATHERWEIGHT WONDER: INSIDE BUICK'S 1961 Aluminum V8



*This is the engine that became a widely used British car industry mainstay*

## Featherweight Wonder: Inside Buick's 1961 Aluminum V8

Posted on May 31, 2021 by MCG

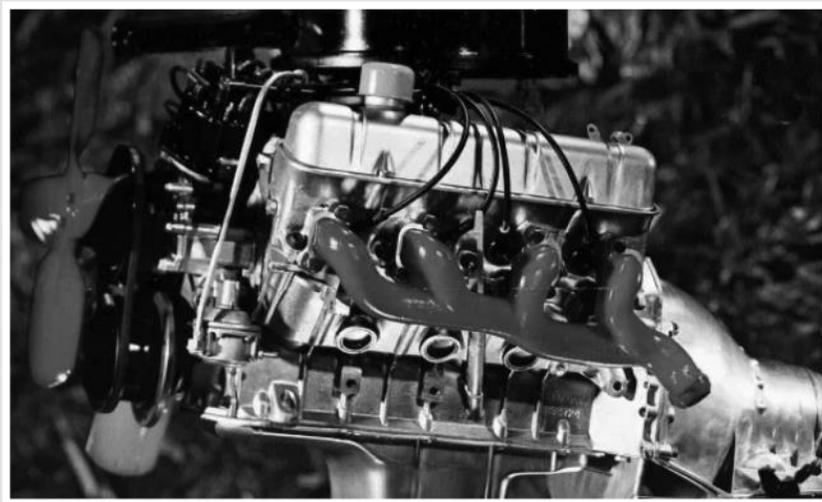


The Buick aluminum V8 was produced for only three model years in its original form, but its impact on the auto industry continued for decades.

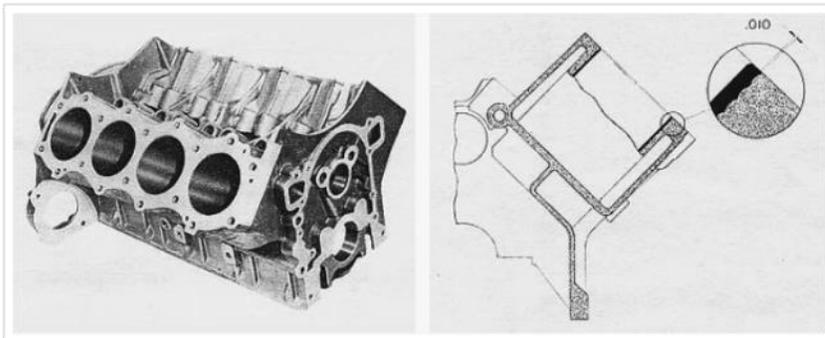
Today, all-aluminum engines are commonplace throughout the American auto industry. The novelty wore off some years ago. But back in 1961, Buick's aluminum V8 was a bold innovation for the Motor City. That year, General Motors launched its senior compacts, the Buick Special, Oldsmobile F-85, and Pontiac Tempest. These three products included a number of advanced technical features, and the new 215 cubic-inch lightweight V8 was one of the more noteworthy items.



# FEATHER WEIGHT Cont.



Chief engineer for the new V8 was Buick engine guru Joe Turley, who had also led the project that created the original Buick Nailhead V8 of 1953. (Read about the Nailhead here.) While the 215 V8 shares no significant features with the Nailhead (or with the 215 CID experimental V8 used in the GM LeSabre) we can see that the new engine was styled, if you will, to resemble the senior Buick V8, especially in the rocker covers (above). In fact, the two Buick V8s are sometimes confused, especially at a distance, but there's an easy way to tell them apart. On the 1953-66 Nailhead V8 the distributor is at the rear of the engine, while on the aluminum V8, it's at the front. Both engines use the familiar GM V8 firing order, 18436572.

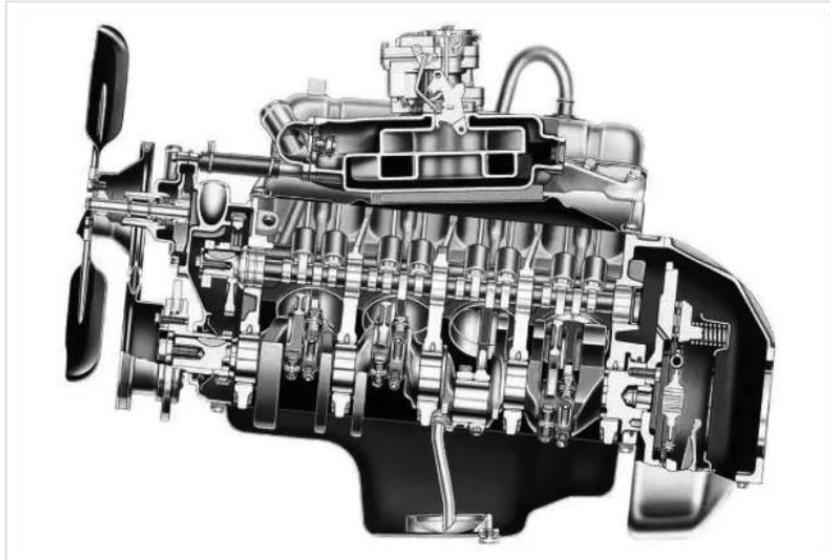


In many ways, the new Buick V8 was a fairly typical GM pushrod V8, if a bit more petite than most with a 3.50-in bore, 2.80-in stroke, and 4.24-in bore centers. The real departure was in the materials and construction of the cylinder block, above. A hybrid semi-permanent-mold process was used, in which permanent molds formed the block's exterior while sand cores created the coolant passages. The aluminum alloy was a special GM recipe, GM 4097-M, containing 11 to 13 percent silicon and around one percent copper, formulated in part to suit the novel casting process.

In another new wrinkle, the eight iron cylinder liners (.1875-in thick centrifugal castings) were cast in place when the block was poured, with serrations on the outside diameters of the liners to help lock them in place (above). The crankshaft main caps were cast iron, too, while the crankshaft was Armasteel—GM's trade name for its special grade of malleable iron.



## FEATHER WEIGHT Cont.



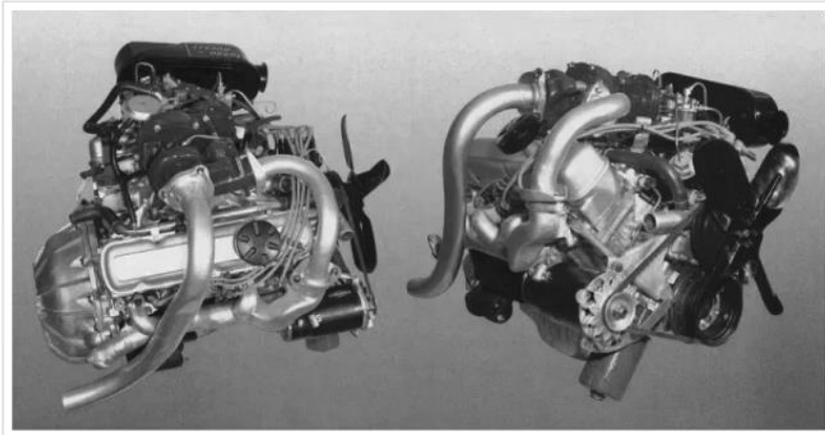
Naturally, the cylinder heads (interchangeable from left to right) were also semi-permanent-mold aluminum castings with cast-iron inserts for the valve seats and guides, while the intake manifold and timing cover were aluminum as well. When the new V8 was introduced for the 1961 model year, it was sporting a Rochester two-barrel carb and 8.8:1 compression ratio, and it was rated at 155 hp at 4600 rpm and 220 lb-ft of torque at 2400 rpm. At mid-year an optional four-barrel version with 10.25:1 compression was rolled out that boasted 185 hp.

Of course, the truly eye-opening stat of the new V8 was its quoted weight: a mere 318 lbs. That was several hundreds lighter than a small-block Chevy in the same dress, less than many inline four-bangers of the period, and half the weight of a big Chrysler or Cadillac V8. Racers were quick to recognize the performance potential, starting with Mickey Thompson, who successfully ran a modified version in the 1962 Indy 500 with driver Dan Gurney, qualifying in the 8th spot.



While Buick and Pontiac used the original Buick version of the aluminum V8, Oldsmobile was allowed to spin off its own 1961-63 variant, above, called the Rockette V8. Its cylinder heads and rocker covers were styled to resemble the big Olds Rocket V8, and it's interesting to note that while the heads of the Buick and Olds 215 engines look very different, their intake and exhaust manifolds interchange. Additionally, the Olds uses a somewhat different combustion chamber design, and also has an extra row of head bolts along the top of the block on each bank. (The fastener bosses are present in Buick blocks but not drilled and tapped.) Other than that, the Buick and Olds versions are pretty much the same engine, with similar output ratings. However, the original Rockette V8 had one more distinctive feature, an odd-looking saucepan air cleaner that failed to catch on.

## FEATHER WEIGHT Cont.



The aluminum V8 reached its ultimate production form, arguably, with the turbocharged Oldsmobile Jetfire package of 1962-63 (above). The Jetfire used an AiResearch T5 turbo and an alcohol/water injection system to develop 5 lbs of boost and 215 hp—the magical one horsepower per cubic inch. (See our feature on the Jetfire here.) Nearly 10,000 Jetfires were built before all the 215 aluminum V8s, turbos included, were dropped at the end of 1963.

GM's first aluminum V8s did get a somewhat mixed reception from American car buyers, due partly to corrosion issues. (Many car owners were still not sold on the merits of permanent antifreeze.) But the engine was dropped when the GM senior compacts were upsized into intermediates for 1964 and the automaker had no further use for a small, lightweight V8. Yet oddly, the story doesn't end there. Through the twists and turns of automotive history, the engine lived on in various forms for several more decades. For example:

- + When the aluminum V8 was discontinued after 1963, a revised version with a cast-iron block and 300 cubic inches of displacement was introduced for '64. This V8 was again expanded to 340 CID in 1966 and 350 CID in 1968, and it powered a number of Buicks until it was finally discontinued in 1977.
- + When Buick decided that the compact Special needed a six as well as a V8, Turlay and staff quickly created a V6 by lopping two cylinders off the aluminum V8 architecture. This 90-degree, cast-iron V6 was introduced for 1962, used by Buick for several years, then acquired by Jeep in 1967. The engine was then brought back to GM in 1975. Continually updated through the years, including in a turbocharged, intercooled version, the 3800 V6 was used in millions of GM cars before it was finally phased out in 2008.
- + When Formula 1 adopted a 3-liter racing formula for 1966, owner-driver Jack Brabham and Repco of Australia joined forces to produce a single-overhead cam racing engine, the Repco-Brabham 620 V8, using the block from the Olds 215 V8. The unlikely combination won four straight races and the 1966 world title, and from there the Repco-Brabham evolved into a purebred racing engine.
- + The most familiar variant of the Buick aluminum V8 was created in January of 1965, when the Rover Company of Great Britain wrote a check to GM and bought the engine outright (and also picked up as a consultant Joe Turlay, who retired from GM). The former Buick V8 powered various Rover cars and utility vehicles, and as Rover became part of British Leyland, Triumphs and MGs too. Over the next four decades, Rover continually upgraded and enlarged the engine (below) until it ultimately reached 5.0 liters or 305 cubic inches. A 4.0/4.6 liter version of the venerable V8 powered the Land Rover Discovery Series II into the 21st century, until it was finally discontinued in 2004.



# CELEBRATING 40 YEARS OF THE CCBCC



As part of our celebration over the next couple of months we will publish a few of the original club documents. Here is the original flyer handed out by Lee Fitch to find club members to start the club.

Cheers,  
Ted



---

for **TRIUMPHS** only

---



HELLO TRIUMPH OWNER,

Are you interested in getting more enjoyment from your Triumph? Would you like to get together with other owners and participate in things like technical sessions, road tours, parties, meetings and perhaps an occasional rally or autocross? If so, call or write to me now:

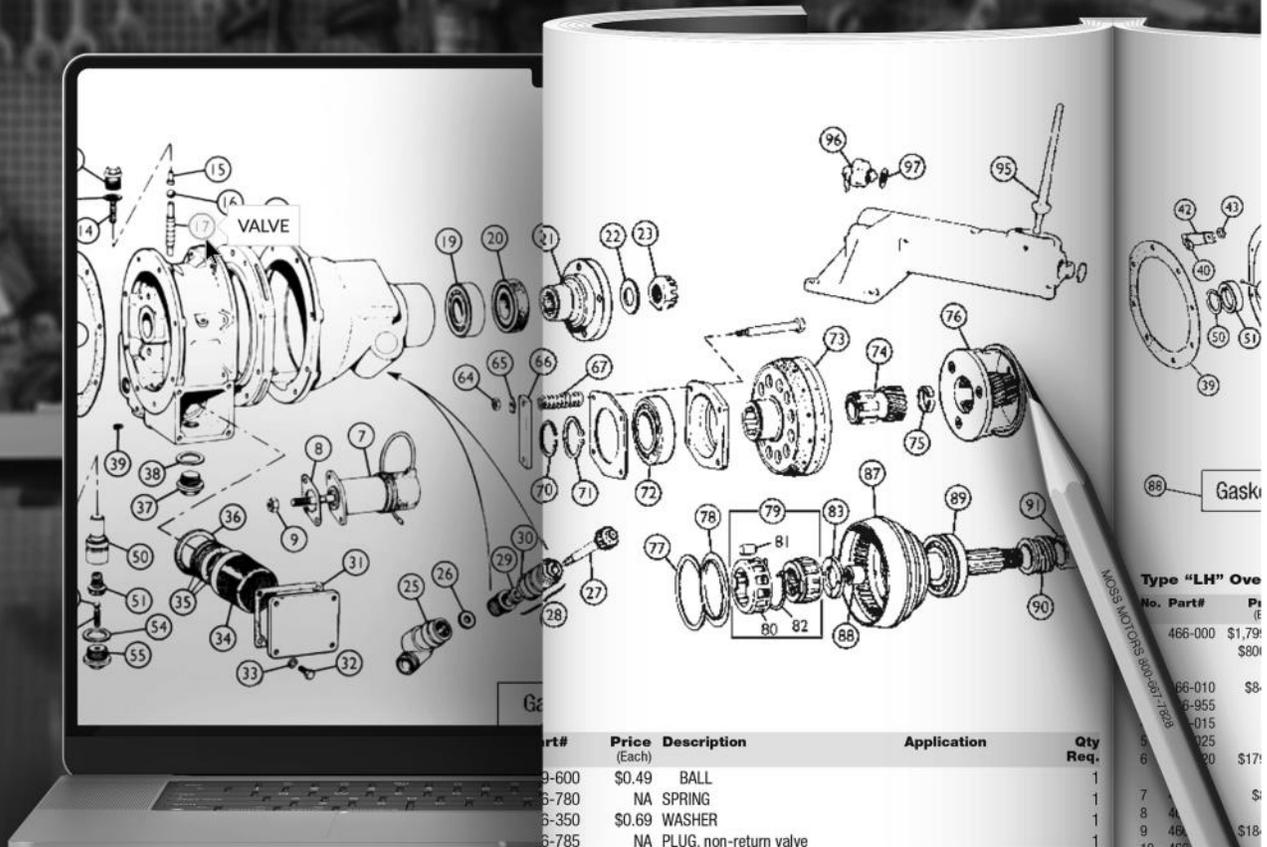
FITCH  
P.O. BOX 1778  
OLETA, CA 93114  
687-2150

When I have been contacted by ten people or so, I will then make arrangements to hold a first meeting. Once we form a Triumph club here, we will join the ranks of other Triumph clubs that already exist in other parts of the country.





# Old School Meets *Future Cool.*



Moss catalogs, with exploded view schematics, were created to make life easier for British car owners. And when you shop with us online you'll find the same schematics. It took a bit of programming to be able to click the part you want to buy, but that old school touch is here to stay. **Give it a try at MossMotors.com.**



**Shop at MossMotors.com**

— and you can request a free catalog, too!

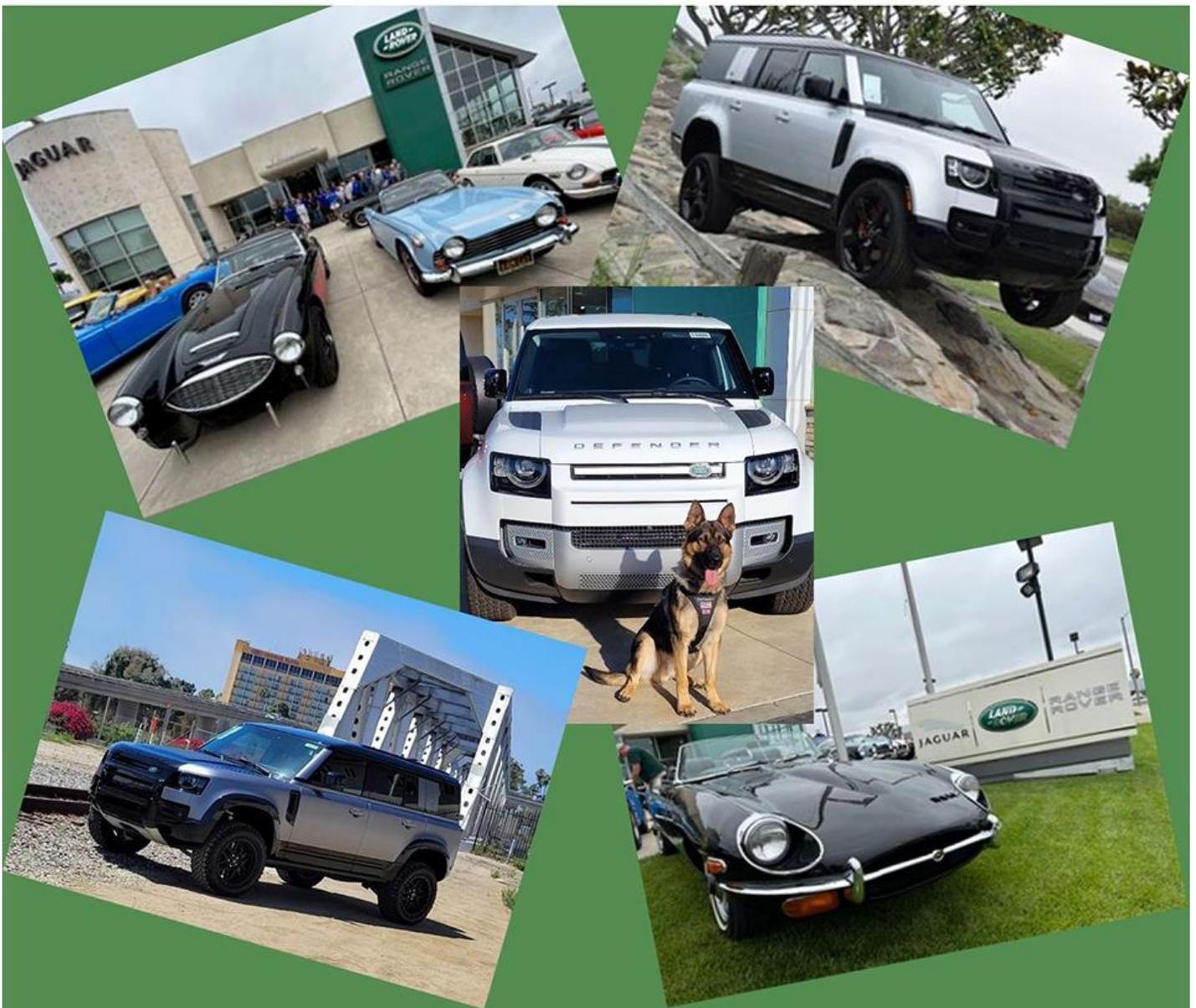
Specialty Automotive Parts Since 1948 • MossMotors.com • 800-667-7872



# VENTURA

A higher expectation.

[www.JLRventura.com](http://www.JLRventura.com)



3190 Perkin Ave. Ventura, CA 93003

## **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)

---

## ***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 134 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 April 27, 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 April 14, 2024, 8-11

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

### ALL BRITISH MOTORING SHOW AND SWAP MEET—May 19, 2024

They are not sending out fliers this year; but made it difficult for me to copy and paste any info into this newsletter. Go to [UBSCC.ORG](http://UBSCC.ORG) for more information on this car show.

## CLASSIFIEDS



**FREE:** Heavy duty tow bar for a Triumph TR6. Great for towing without a trailer! Contact Randy Manes at [3hotwires@gmail.com](mailto:3hotwires@gmail.com)





# CARAVAN FOR CANCER!

*Come show off your car and join us for a canyon drive through Malibu!*

**\$100 registration fee includes:**

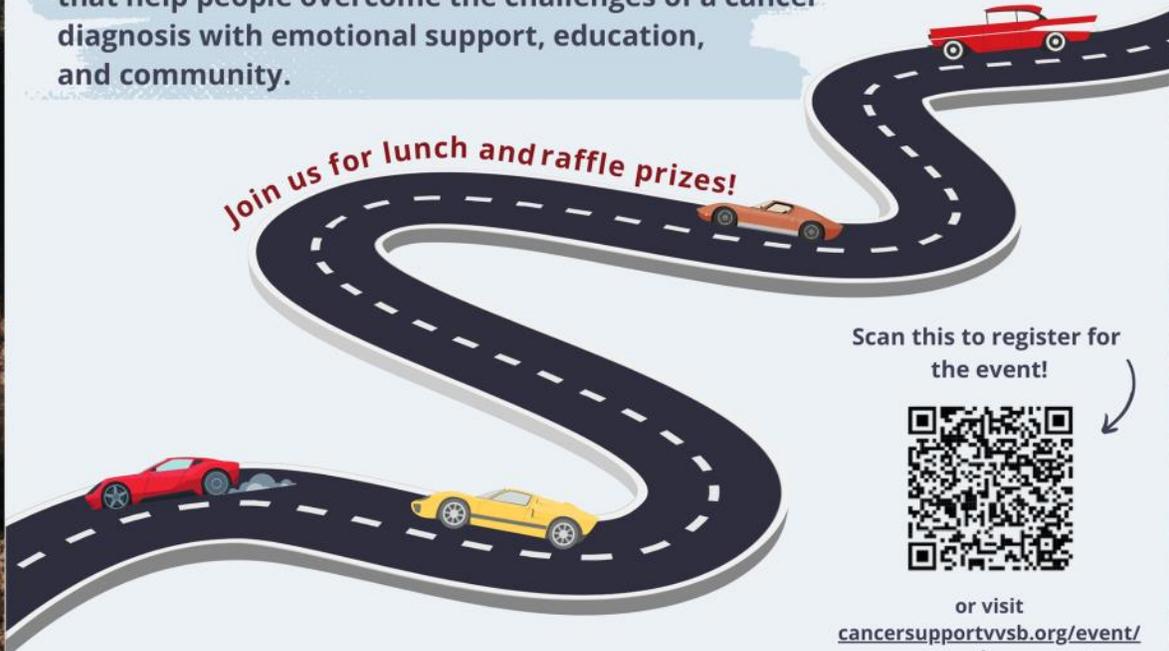
- Continental breakfast
- Canyon drive
- Post-drive tailgate lunch
- Goodie bags for all drivers

**June Sunday**  
**23rd 9 AM Check-in**

CSC Office  
4195 E. Thousand Oaks Blvd  
Suite 107  
Westlake Village

Proceeds support CSCVVS's no cost programs that help people overcome the challenges of a cancer diagnosis with emotional support, education, and community.

*Join us for lunch and raffle prizes!*



Scan this to register for the event!



or visit  
[cancersupportvvsb.org/event/  
caravan-for-cancer/](https://cancersupportvvsb.org/event/caravan-for-cancer/)  
for more details!

# Headlight Warning Buzzer

by Joel Justin



How many times have you had your headlights on, either because it was raining or you started your drive in the dark, got to your destination, turned off your ignition, got out, and forgot to turn your headlights off? Hopefully you noticed yourself, or had a kind person alert you that your headlights were on. If not, you likely came back to your car to find your battery as dead as a doornail.

Modern cars (i.e. your daily drivers) have a buzzer, chime or even a Siri-type voice to remind you your headlights are on. But our LBCs from the 50's, 60's and 70's had no such warning, at least none of mine did. So I decided to do a little research to see what it would take to install a headlight warning buzzer into my Triumphs. It turns out it's very simple and one of the easiest upgrades you can make to your car.

A piezo-electric buzzer with some wire and connectors is all you need. You connect the buzzer between your switched ignition 12V and your exterior lighting 12V. Here's how this works.

There's four conditions or states that can exist:

- Ignition off, lights off = no buzzing
- Ignition on, lights off = no buzzing
- Ignition on, lights on = no buzzing

Ignition off, lights on = LOUD BUZZING

It's that last condition that we care about. So how do we get the buzzer to sound only in that condition? Piezo-electric buzzers only sound when current flows in the right direction. When the ignition and light switch are off (condition 1), they are both at 0V, or basically, ground. With both are at 0V, there's no current flow and no buzzing. When they're both on (condition 3), they are both at 12V and still no current flow, so no buzzing.

When the ignition is on (12V) and the lights off (0V) as in condition 2, or visa-versa (condition 4) there is a 12V potential across the buzzer. So how do we get the buzzer to sound for condition 4 only? It turns out the piezo-electric buzzer only sounds when current flows in one direction and not the other. So if we wire up the buzzer so its positive lead connects to the light circuit and its negative lead to the ignition circuit, it will only buzz under condition 4 as the current is flowing in the right direction (12V to ground).

OK, enough theory. Now how to I wire this up? All Triumphs from the 50's to 70's (and maybe earlier and later), and I'm guessing most other British cars, used standard Lucas wiring colors. The wire colors we care about are red and green. Red wires provide power to all lights except the headlights. Those lights include dash, tail, parking and side marker lights. Green wires are for anything we want on only when the ignition is switched on – things like gauges, wipers, heater motors and turn signals.

So if we connect the positive buzzer lead (red) to a red "switched light" wire and the negative lead (black) to a green "switched ignition" wire, we should have a warning buzzer that sounds only when the lights are on and the ignition is off. Here's a simple diagram showing the connections.

# Headlight Warning Buzzer

by Joel Justin Continued

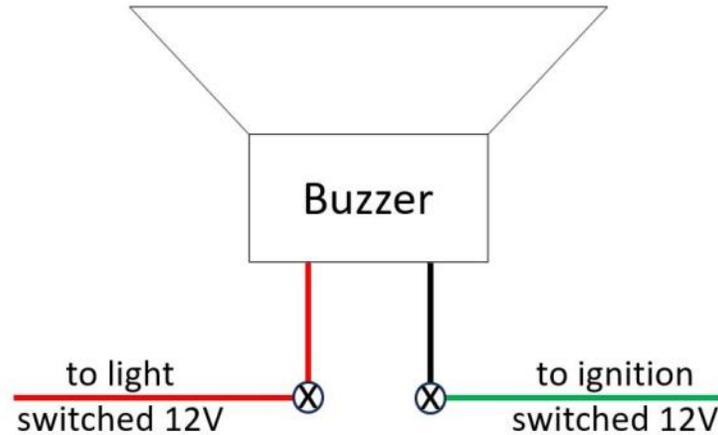


Figure 1: Buzzer wiring schematic

I found some inexpensive piezo-electric buzzers on Amazon (isn't that where we find almost everything these days!). Here's the link to them (<https://www.amazon.com/gp/product/B08SL2HH65/?th=1>) and what they look like. They came in a pack of 3, but only cost \$5, and since I have more than one Triumph, it was perfect for me!



Figure 2: 12V Piezo-Electric Buzzer

Now it's just a matter of finding the best place to tap into the green and red wires, and where to best place the buzzer. You'll need a wiring diagram for your car to find the best place to tap into the wires. On the TR4, there are two fuses – one for switched ignition items and the other for lighting. How convenient! The TR2 and TR3 only had a fuse for the switched ignition. The lights aren't fused (probably a good thing to change for safety reasons, but that's another tech article). You could also tap into the ignition switch and light switches behind the dash.

You'd like to find a spade (Lucar) or bullet connection you can tap into as no cutting into your wiring harness is required, but you could do that if you really wanted to. For the TR4 (see wiring diagram below), I used a spade terminal with crimped green and red wires, and connected them to their respective terminals on the output side the of the fuse block (the bottom in the diagram below). There was a spare terminal on each side that made the connection easy.

I then ran the wires thru the dash where the main wiring harness passes thru. Once inside the car, I stripped the ends, slid some heatshrink tubing over the wire and soldered it to the buzzer wires. I then slid the heatshrink tubing over the solder joint and used a heat gun to shrink the tubing insulating and protect8ng the electrical connections. You could use electrical tape as well.

# Headlight Warning Buzzer

by Joel Justin Continued

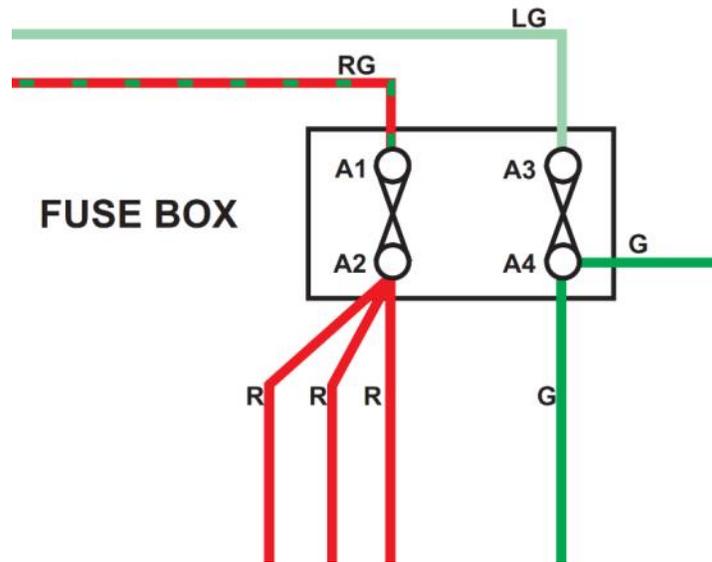


Figure 3: TR4 fuse block wiring diagram

Since there was no lighting fuse in the TR2/TR3 for me to utilize, it required me to find a location in the lighting circuit to tap into. I found a single bullet connector behind the dash that connected one half dash light wiring to the other. I replaced the single bullet connector with a dual bullet connector, crimped a bullet onto my red wire and installed it into the dual connector.

Before securing the buzzer, test it to make sure everything is working as it's supposed to be. Turn your ignition on (you don't need to start the car). No buzzing? Good. Now turn the lights on (parking lights only is fine). Still no buzzing? Good. Now turn the ignition off and try not to be too startled when you hear a loud sound coming from the buzzer. If you hear it buzz when the ignition is on and the lights are off, you have the wires backwards. You can swap them at the buzzer or at the locations you connected the wires into your car's wiring.

Once it's operating as desired, you need to secure the buzzer, which should really be somewhere under the dash. Even though it's loud enough to be heard from under the bonnet, it should be protected from the elements (heat and moisture). You can zip-tie it to a dash bracket, the wiring harness bundle that comes thru the firewall or something like a choke cable. Anything that is reasonable stable to the buzzer isn't flopping around.



**WARBIRDS, WINGS  
AND WHEELS 15**

**+ NMF2**  
NATIONAL MOTOR FEST



**May 11th, 2024 10am-4pm**

**ESTRELLA WARBIRDS MUSEUM**

4251 DRY CREEK RD, PASO ROBLES, CA (805)-286-5566

[WWW.EWARBIRDS.ORG](http://WWW.EWARBIRDS.ORG)



**Two legendary events become ONE**

Proceeds support Estrella Warbirds Museum, a non-profit 501(c)(3) corporation. Tax ID# 77-0324714



**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)

**Thanks to all who sent front cover pictures. The threat of bunnies got many of you to start looking at car pictures. I receive about 12 of them, so I am good for another year. If you have one please send it.**

### **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***

It's almost spring, so that means it's time to start up our Cars, Coffee and Garages. The first one will be hosted by Kurt and Janelle Lanse in Ventura and will be on **Saturday, April 6<sup>th</sup>**. As with past CC&G events, we'll meet ahead of time and take a 30-45 minute drive on the backroads to Kurt and Janelle's house. You can also meet us at their house if you don't want to join us on the drive. More details to those who RSVP as the outing nears.

Speaking of RSVP's, we need them so we have the right amount of coffee and donuts. If you plan on attending, please reply to: [j\\_bar\\_j@hotmail.com](mailto:j_bar_j@hotmail.com)

Driver's Name:  
Riding Mechanic's (AKA Passenger) Name:  
Car Driven (LBC not required):  
Meet for DRIVE or at the HOUSE:  
How many coffee drinkers?:

Thanks, Joel

# Please Support Our Car Show Sponsors

## Classic British Sports Car Service

Quality Mobile Repair By Appointment

Walter Bacall  
661.237.3500

ARD299718

## BRITISH SPORTS CARS



SALES · SERVICE · PARTS  
RESTORATION · CONSIGNMENT  
SINCE 1980

640 MARSH STREET · SAN LUIS OBISPO  
805.544.2277



WWW.BRITISHSPORTSCARS.COM



**MILES**  
CHEMICAL COMPANY INC.



12801 Rangoon Street  
Arleta, CA 91331

1251 Doolittle Drive  
San Leandro, CA 94577

Tel: (818) 504-3355  
Fax: (818) 504-3360

**ANTHONY MILES**  
Cell: (661) 510-8209

anthony@mileschemical.com  
www.mileschemical.com

## Wescom proudly supports the Central Coast British Car Club

Visit us:  
1861 E. Ventura Blvd.  
Oxnard, CA 93036

**WESCOM**

1-888-8WESCOM (1-888-893-7266)  
www.wescom.org



**NCUA**

Anyone who lives, works, worships, or attends school in seven Southern California counties is eligible to open an account at Wescom. Account opening and Visa® Check Card subject to verification by CheSystems, a consumer reporting agency; Primary Payment Systems, an independent verification service; and Credit Union approval. A \$1 deposit to a Regular Savings Account is required.

Serving Ventura County  
**R** **TRUCK & TRAILER REPAIRS**

24-hour Emergency Road Service

**Ruben Sanchez**

## Steve's Auto Care

Steve Friedman

3735 Transport, Unit C  
Ventura, CA 93003

(805) 650-9752

Friedman1010@gmail.com

**FRED'S** **TIRE MAN**.com

805-649-2830 Phone  
805-649-4838 Fax  
fredstireman@yahoo.com

545 N. Ventura Ave.  
Oak View, CA 93022

*Please Support Our Car Show Sponsors*



# VONS®

1125 Maricopa Hwy  
Ojai CA 93023

805-646-4669

Danny, Manager



**Bakery Deli Meat & Seafood Floral Produce  
Pet Supplies Beer, Wine & Liquor  
Online Shopping**



**GET YOUR ART GROOVE ON**

Automotive fine art pigment prints in your choice of exterior/interior colors including a selection of accessories to further personalize your print.

Available as:

- Open or limited edition fine art pigment prints
- Limited edition translucent ink on brushed aluminum prints
- Limited edition large-scale, dye-sublimated displays



[sportscarart.com](http://sportscarart.com)

# Classifieds



I am selling a used MG 1500 motor that fits Magnette or MGA. It has the water pump, oil filter pipe, spark plugs, breather pipe, back plate, heater valve. I have a distributor for it. I have air cleaners for it. Needs a spin on oil filter adaptor available from Moss Motors. This has an electric tachometer pickup, not the mechanical drive tachometer. Otherwise the engines are identical. I found an original MGA 1500 motor and that is why I am selling this one. It has about 40,000 miles on it and runs strong. It is out of the car but I have a video showing it running and video of the engine compartment when it was in there. Ask me for a video link if you are interested. Text to Steve 805-208-8460.



# Classifieds



## 1976 Triumph TR7 Victory

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

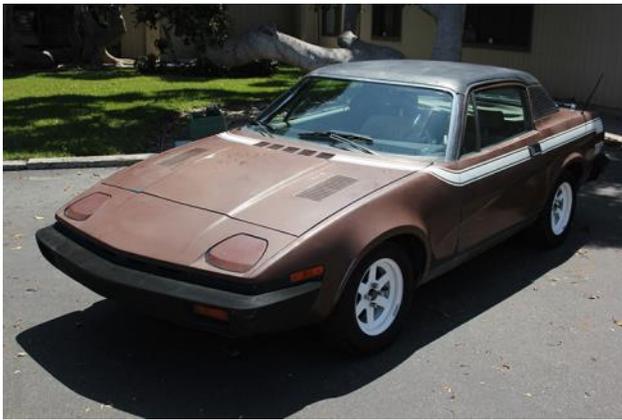
I picked this up earlier this year to provide a car for my daughter—sadly she not up for a manual shift car and it really does need someone who wants to build this into the classic TR7 Victory it is .

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)

**Running & driving great - after new fuel tank & carb tune up!**





## Central Coast British Car Club Regalia

**Baseball caps** – 15.00  
**Key Fob** - \$10.00  
**Grill badge** is 30.00

**License Plate Frame** – 30.00  
**Lapel Pin** – \$3.00  
**Patch and 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.**

**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 [pjquilter1@hotmail.com](mailto:pjquilter1@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.

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