

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 40 Number 4, May, 2024

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Thomas Warden bought this wonderful Bentley in 2012 and then joined CCBC. This car is driven regularly on tours and to Cars & Coffee.



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—May 7, June 4, July 6, Aug. 3

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 Eric Baldwin, 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 Extra \$15.00 for mailed newsletters, payable with your dues.

Central Coast British Car Club, Inc. is a NONPROFIT Mutual Benefit Corporation registered in the State of California

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THE CLEAR HOOTER! Is the newsletter of the Central Coast British Car Club, formerly The Central Coast Triumphs, founded in 1984 by Mrs. Lee Bloomquist and is a chapter of the VTR, Vintage Triumph Register

CENTRAL COAST BRITISH CAR CLUB
2674 E. Main St. #E 614,
Ventura, CA 93003



The Sights, Sounds and Smells of Your Garage

Ah-h-h-h...The smell of unburnt hydrocarbons in the morning!

Owning a classic car is not just a piece of art or knick-knack you put on a shelf and glance at once in a while as you breeze down the hallway. A classic car is art for sure, but it is interactive art that screams to be played with, cursed at, loved, tinkered on and regularly moved about. Yes, it is pleasing to the eye but it also so much more.

Every time you walk into your garage you are greeted with a shining sculpture in motion, even when it is sitting still; and the best part, it isn't static. It is also a living, breathing entity that is a member of the family. It invokes emotions of times gone by and is always building more memories during your stewardship.

Entry into your garage brings to life the last project, maybe a hint of metal cutting and grinding, a whiff of carb cleaner, a waft of spray paint and a dash of hand cleaner along with a solid dose of chemical polish. There is always a hint of oil from the floor stain, perhaps a little gasoline odor and maybe the residual aroma of unburnt hydrocarbons.

There is something visceral about the sound of the internal combustion engine. It accelerates the heart rate, creates a thirst for beer and jerky, the need to rev the engine and some even say, it increases testosterone (or estrogen) and can stimulate chest hair growth! (Sorry ladies, you may want to exit the garage quickly to avoid such adverse effects.)

Starting your car begins with the metallic grinding of the starter with the flywheel trying to wake the sleeping beast, followed by a whirring yawn and sigh as the engine spins over, gulps some air while waiting for fuel. The second try, after remembering to apply a little choke, rewards your ears with the sputter, cough, and gasp of multiple explosions, pushing the stationary beast into a series of suck, squeeze, bang, and blow activity that is repeated over and over again making that special mechanical symphony of music.

The engine comes to life, racing through the strokes to warm its thickened oily blood to the optimal viscosity, keeping everything lubricated. It soon warms and settles into its happy purr or growl.

Along with the audible, it overwhelms the olfactory with a mural of odors of carbon monoxide, gasoline, oil, coolant and that special odor that the super-heated exhaust manifolds exude. All coming together to form a soothing elixir like a fine wine. A bold vintage of metal and octane with a hint of satisfaction. You suck it in like a fresh breath of mountain air.

You rev the engine one more time just to hear its potential, then head off into the concrete jungle listening to the RPM's thinking: you can't do this with a Picasso or Monet!





CELEBRATING 40 YRS OF KEEP'N 'EM RUNNIN

Best British
Flair!

Penny
tread test!

Busted
knuckle
competition!



Greasiest
fingernail
competition!

Oil stain
competition!

Oldest vs. newest
member present!

Garage tours

Giveaways!

WHAT: CELEBRATE, FUN, WOOD RANCH BBQ

WHEN: SATURDAY JUNE 22ND, 11am-3pm

FOOD ARRIVES AT 12:30pm

WHERE: CASA CARLSEN - CAMARILLO

WHY: BECAUSE YOU WILL HAVE FUN!

BRING: BRITISH CAR IF IT WILL START

ATTIRE: ANYTHING WITH A BRITISH FLAIR

COST: \$15 PER PERSON (includes meal, soft drinks, dessert, entertainment & more!)

CCBCC 40th Anniversary Party



In case you have not already heard, the club is celebrating its 40th anniversary this year. On Saturday, June 22nd there will be a club BBQ hosted by Ted & Monica Carlsen at their home in Camarillo.

For planning of food and other logistics, we need to start reservations early. Attached is a party flyer for information and a reservation form for you to fill out and send in with your \$15/person contribution (the club is subsidizing the bulk of the expenses). Where else can you get a great meal and fun for \$15 these days? Reservations must be received by June 8th, but the sooner you submit, the easier it is for us to plan logistics.

The only items you need to bring is your British car if you can and wear some British Flair for the "Best British Flair" contest. There will be lots of other entertainment contests as well.

We need 6-10 volunteers to participate in the oil stain competition (best and most artistic). If you have a leaky car, contact me directly to participate as space is limited for this competition.

We will also raffle off a ride in the car of your choice from our collection!

As we get closer, final details will be provided but mark off your calendar now and get those reservation fees in so you don't miss out on this epic event!

Cheers,
Ted Carlsen
CCBCC President

CCBCC 40th Anniversary BBQ Celebration
Saturday June 22nd, 2024 - 11am-3pm
Reservation purchase form

Names: _____
Email: _____

No. Attending: _____
X \$15/person: _____
Make check payable to: CCBCC Amount enclosed: _____
Mail to: CCBCC 40th
2674 East Main Street, Suite E614
Ventura, CA 93003

May 4th—MOVIE NIGHT AT THE JUSTIN'S



Movie Night

Saturday, May 4th
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 or sign-up at a meeting



May 11—Poker Run



We are going to have a Poker run on May 11th to help raise funds to pay for the new marquee flags that we are purchasing for the annual car show. Here are the details:

CCBCC Poker Run

May 11th, 2024

Start at 10:00 a.m.

Outline

1st Card: Black Bear, Ventura.

2nd Card: Sea Fresh Seafood, Ojai.

3rd Card: Vons, Ojai.

4th Card: JLR Ventura.

5th Card: Cantara Wine Cellars, Camarillo.

\$10/hand.

5 cards and the best hand wins the trophy!

We will take photos at each stop for the website.

Proceeds go to the Car Show Fund.

All of the stops are sponsors or supporters of CCBCC, so it is an appreciation event for them as we get our vehicular circus out on the road!

I will be putting out a route map soon and, if you are interested in going, please let me know so we can prepare accordingly.

Eric & Amanda Baldwin, 1968 TR 250, 805-689-7202 (Eric's cell)

June 8—Somis Car & Truck Show



3300 WEST STREET
SOMIS, CA 93066
805-386-3175

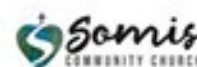
ROLL IN 8AM-10AM
SUGGESTED \$20
CAR ENTRY FEE

CAR + TRUCK SHOW

SATURDAY JUNE 8TH 10AM-2PM

PRE-REGISTER ONLINE AT: SOMIS.CHURCH/SOMISCARSHOW
FUN FOR THE WHOLE FAMILY! FREE ADMISSION! FREE ICE CREAM!

27 AWARDS +
BEST IN SHOW



SOMIS COMMUNITY CHURCH ([MAP](#))

DON'T MISS OUT ON THE ULTIMATE CAR AND TRUCK SHOW EXTRAVAGANZA!

SUGGESTED \$20 CAR ENTRY FEE: SHOWCASE YOUR PRIDE AND JOY ON OUR SHOW FLOOR AND COMPETE FOR GLORY IN VARIOUS CATEGORIES. CCBCC MEMBERS ARE INVITED TO ENTER IN THE BRITISH CATEGORY.

27 AWARDS + BEST IN SHOW: COMPETE AGAINST FELLOW CAR AFICIONADOS AND VIE FOR TOP HONORS, INCLUDING THE PRESTIGIOUS BEST IN SHOW TITLE.

FREE ADMISSION: ENJOY UNRESTRICTED ACCESS TO ALL THE EXCITEMENT, AND GUESS WHAT? WE'RE EVEN TREATING YOU TO FREE ICE CREAM!

WHETHER YOU'RE A GEARHEAD, A CASUAL OBSERVER, OR SIMPLY LOOKING FOR A DAY OF FAMILY FUN, OUR CAR AND TRUCK SHOW PROMISES SOMETHING FOR EVERYONE! MARK YOUR CALENDARS, AND WE'LL SEE YOU THERE!



WEBSITE LINK:

<https://www.vararacing.com/british-extravaganza>

MURPHY AUTO MUSEUM CLOSING, LET'S DO ONE LAST VISIT



Since the Murphy Auto Museum is scheduled to close July 7th, I would like to suggest museum and lunch Saturday June 15.

I will look for a restaurant nearby as people sign up. Point of Contact for this run will be Frank Powell, more info coming soon

WELCOME NEW MEMBERS



Tanny O'Haley #140
1967 MGB GT
Ventura

Brian Scott #141
1961 Sunbeam Alpine
1963 Triumph TR4
1973 MGB GT

TIM ALLEN'S GARAGE



We have an opportunity to tour Tim Allen's Garage in North Hollywood. Club member Kevin McConnell will host the tour. We've arranged this for Saturday, June 8th. We'll meet around 9am and drive together to Tim's Garage. Specifics will be provided as the event nears.

It's highly unlikely Tim will be there as he's filming a pilot for a new TV show called Shifting Gears. If it's anything like Home Improvement or Last Man Standing, it'll be at the top of my DVR list. You can Google "Tim Allen Shifting Gears" to learn a more about the show.

We are limited to 30 people. In anticipation of this being a popular event, we will be doing a lottery to those who RSVP. The deadline to RSVP is Tuesday, May 7th. I will draw names from the proverbial hat on Wednesday and let those selected know. Others will go on a wait list in the event there are cancellations.

We will limit this to 2 per membership (1 is OK too). If you want to go, please email me Joel j_bar_j@hotmail.com with the name(s) of those who would like to attend. Alternatively, you can put your name in the hat at the club meeting on 5/7.

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



They are not sending out fliers this year; The e-mail they sent made it difficult for me to copy and paste any info into this newsletter. Go to UBSCC.ORG for more information on this car show.

BLEND YOUR TROUBLES AWAY?



By: Carl Heideman of Classic Motorsports Magazine

From the May 2010 issue

Photography by Carl Heideman



If you've priced paint and bodywork lately, you know that good work does not come cheap. Five-figure paint jobs are getting more and more common. Coupled with the "might as wells" that go along with paint work (rubber, chrome, etc.), not only does the expense add up, but the time required can end up taking your car off the road for quite a while.

So, what's the alternative? Save the existing paint work by spot-repairing areas that are no longer up to snuff. We can often bring a so-so car back to nice-car status with some spot repairs, perhaps a few renewed pieces of trim, and a good detail job. While this type of work won't win you a trophy at Pebble Beach, it's a great way to keep a good driver-level car looking nice.

Spot repairs can be handled at a body shop or at home using a variety of methods and tools. Body shops tend to be more interested in this kind of repair work than full paint jobs, so you may be able to get a pro to do it during some downtime. On the other hand, we've had good results at home using everything from spray cans and discount spray guns to professional-grade equipment.

While the methods, tools and paint supplies can vary a bit depending on the type of paint on the car and the repair work needed, the overall process is about the same. Generally, the area in question is sanded back to bare metal so that the damage can be repaired, often with some body filler. (We're assuming that no welding is required—that's a topic for a different story).

The paint around the repair area is then feather-edged to offer a smooth transition from the repair to the existing paint and bodywork. The area is primed, usually with a high build primer-surfacer, before being sanded smooth. The priming and sanding process may be repeated a few times until the repair area is straight and properly transitions into the existing paint.



Finally, the topcoat—and possibly the clear coat—are applied, sometimes with a blending agent, depending on the type of paint being used. The area is then buffed. If done well, these types of repairs are very hard to spot.

We recently worked on a very nice 1978 MGB that still needed a bit of attention. A dogleg panel had been repaired years ago, but the paint was misapplied. It was blistering and peeling, a sore spot on an otherwise great-looking vehicle. The step-by-step process needed to renew this section of the car can be tackled by just about any DIY enthusiast.

Step 1:



Here's our trouble spot. This MGB's dogleg was repaired several years ago. While the panel was still good, the paint was starting to blister, putting a blemish on an otherwise beautiful car. We decided to spot-repair the finish, blending the paint into the quarter panel.

Step 2:



We sanded away the paint, primer and filler to bare metal using an air-powered dual-action sander fitted with a 36-grit disc. We also could have done this by hand or with an electric sander.

Step 3:



We tried to feather-edge the repair zone by sanding back the various layers of filler and paint with 220-grit paper. We found a bit of a ridge that we couldn't sand smooth, so we used some catalyzed spot putty to make the transition. We applied it with a rubber squeegee and waited about 10 minutes for it to harden.

Step 4:



We then sanded the repair with 220-grit and then 400-grit paper. Once we got to the 400-grit paper, we sanded up into the color coat for about four inches to make sure the new paint would be able to bond to the surface.

We always make sure our paper is not dull. Fresh, sharp paper will quickly take off the high spots and make for smooth, straight bodywork. Dull paper tends to follow and exacerbate the highs and lows, making the bodywork look worse in many cases.

Step 5:



As we prepared to prime and paint, we covered the whole car with sheet plastic. This step is less crucial with some paints, but we always find it to be an easy way to reduce cleanup time and eliminate any overspray.

Step 6:



Before masking things off, we very thoroughly cleaned the area to be painted with grease and wax remover. In this case, we used DuPont 3090 Prep-Sol.

We then started our masking job, first outlining everything with 3/4-inch tape. We also masked off the insides of the door and its jamb to keep overspray out of those areas. It's important to use automotive masking tape since it won't inappropriately react to the paint and solvents.

Step 7:



In the past we've covered cars with newspaper, but for \$30 to \$75 you can get a proper masking paper machine. It automatically puts the tape on the paper. We masked off everything right next to our repair area. Note that we masked off our table, too, in order to have a clean spot to mix our paint. Putting masking paper on the table also makes cleanup very quick.

Step 8:



We had determined that the car wore acrylic enamel over the original paint. We consulted with our paint supplier, who said we could use traditional acrylic lacquer high-build primer underneath non-catalyzed acrylic enamel paint. This kept our costs down and made for simple mixing and cleanup. We mixed the DuPont Fill 'N Sand 131S primer with 3696 thinner in a 1:1 ratio.

Step 9:



Since this was such a small repair, we used an older DeVilbiss siphon-feed touch-up gun. These guns are becoming obsolete, as gravity feed guns are more popular. However, either type of gun can provide great results. We put on four thick, even primer coats, waiting about 10 minutes between applications.

Step 10:



We allowed the primer to dry overnight.

Step 11:



Then we wet sanded the area with 320- and 400-grit paper. Because we had done a good job on our prep work underneath, we could then immediately begin to apply our top coat. If we had found some imperfections, we would have fixed them with spot putty before spraying more primer.

Step 12:



We used Dupont Centari acrylic enamel paint for this job. We felt comfortable using the standard OEM color as opposed to a custom tint, so we had our supplier mix the paint according to the factory code. If we hadn't known the paint code for this car, the supplier could have computer-matched the color and mixed a custom tint.

Although we mixed our primer to be on the thicker side for good buildup, we chose a different path for the paint. We started with about one part paint to one part 8022 reducer; we thinned out the blend a bit with each subsequent layer to achieve a good transition into the existing paint.

Step 13:



We started at the bottom with a thin first coat to get even coverage. We then worked our way up to the edge of the primer. Note that we didn't worry about the fact that the first coat was a noticeably different shade—that's just the result of the very thin coat.

We followed this procedure for three coats, each time inching slightly higher into the existing paint work. Before our fourth and final coats, we thinned the paint quite a bit more, adding about 50 percent more reducer to each coat. These two extremely thin final coats let the new enamel "melt" into the underlying enamel. Keep in mind that other types of paint will have different blending procedures and methods. Consult with the instructions or a professional for the best method for the finish you're facing.

Step 14:



With the final coat applied, we left the paint to dry and cleaned our painting equipment.

Step 15:



After the paint dried thoroughly, we lightly buffed it with 3M Perfect-It compound and a foam pad fitted on an electric buffer.

Step 16:



Cleaned up and finished, the repair is virtually undetectable and makes the MGB look great again.

Eastwood

(800) 343-9353

eastwood.com

Paint and body equipment

Eclectic Motorworks

(616) 355-2850

eclecticmotorworks.com

Body work



Service-Repair-Maintenance-Restoration-Sales

Pre-war/Classic/Contemporary

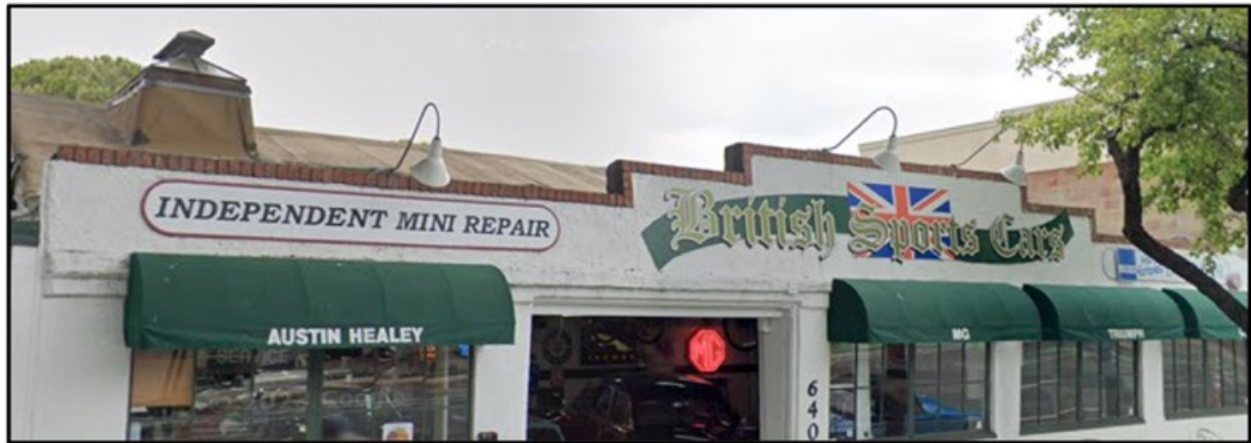
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Central Coast Triumphs



2-19-84

Thank you all for your enthusiastic replies to my flyer. Dave and I are looking forward to meeting all of you. We have been members of the Vintage Triumph Register for two years and felt there was something missing. We own 3½ GT6's (2 '70 GT6+'s and 1½ '71 mk III's). The rest of our stable includes a '60 MGA, a '54 MGTF and a '82 5 liter Capri.

I have selected Feb. 19, 1984 for our first meeting. It is far enough in the future for everyone to make plans for attending. It is also a Sunday which most people can arrange to have the afternoon free.

Goleta Beach was also the site I selected mainly because we have people coming from Ventura and Santa Maria. Goleta Beach is centrally located and easy to find. (See map)

So it is all this easy- Set aside Feb. 19th
Polish the Triumph
Pack a Lunch
Arrive at the Beach between 1 and 2

Meeting at 2:00 PM Bring some good ideas and any Triumph crazy friends.

See you there,

Lee Fitch
687-2150

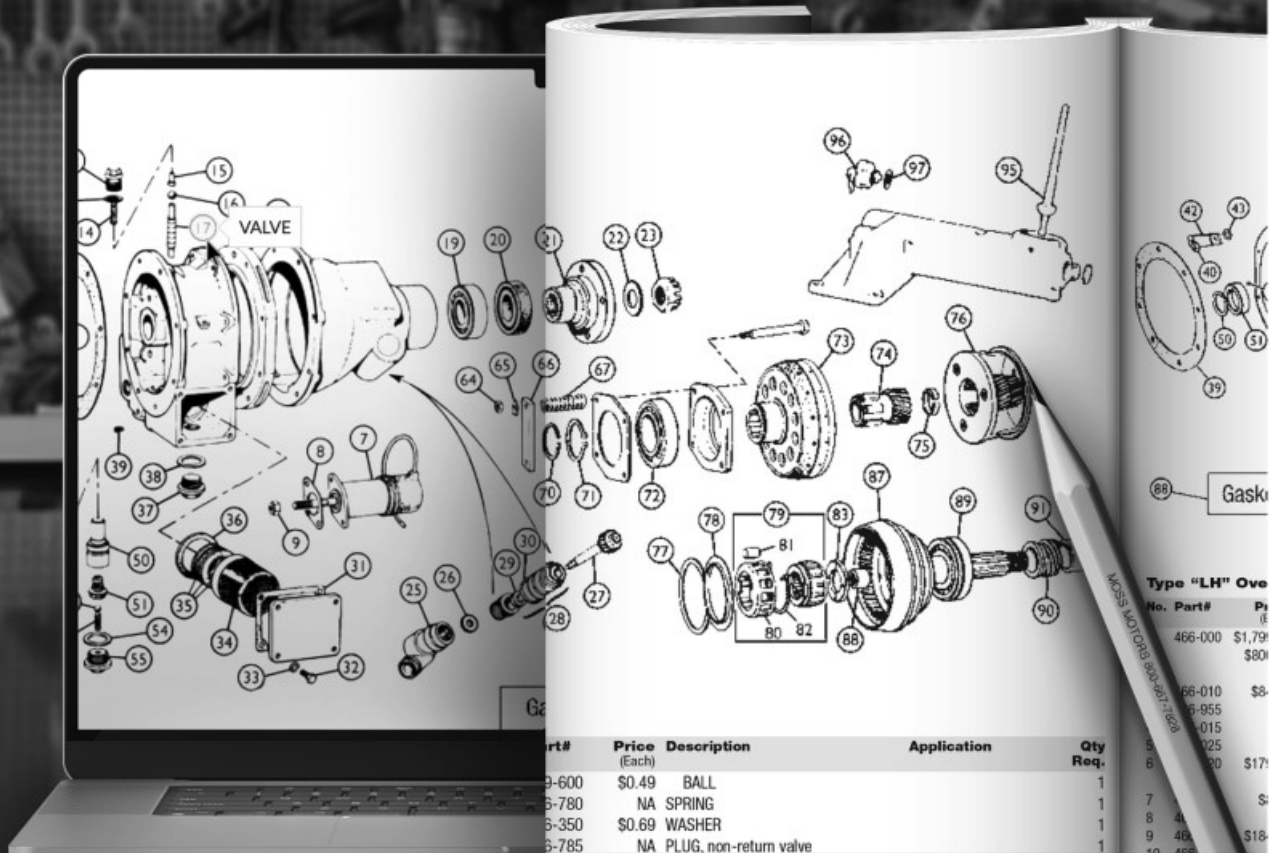
CCBCC Car Show Sept. 22, 2024



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.



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!

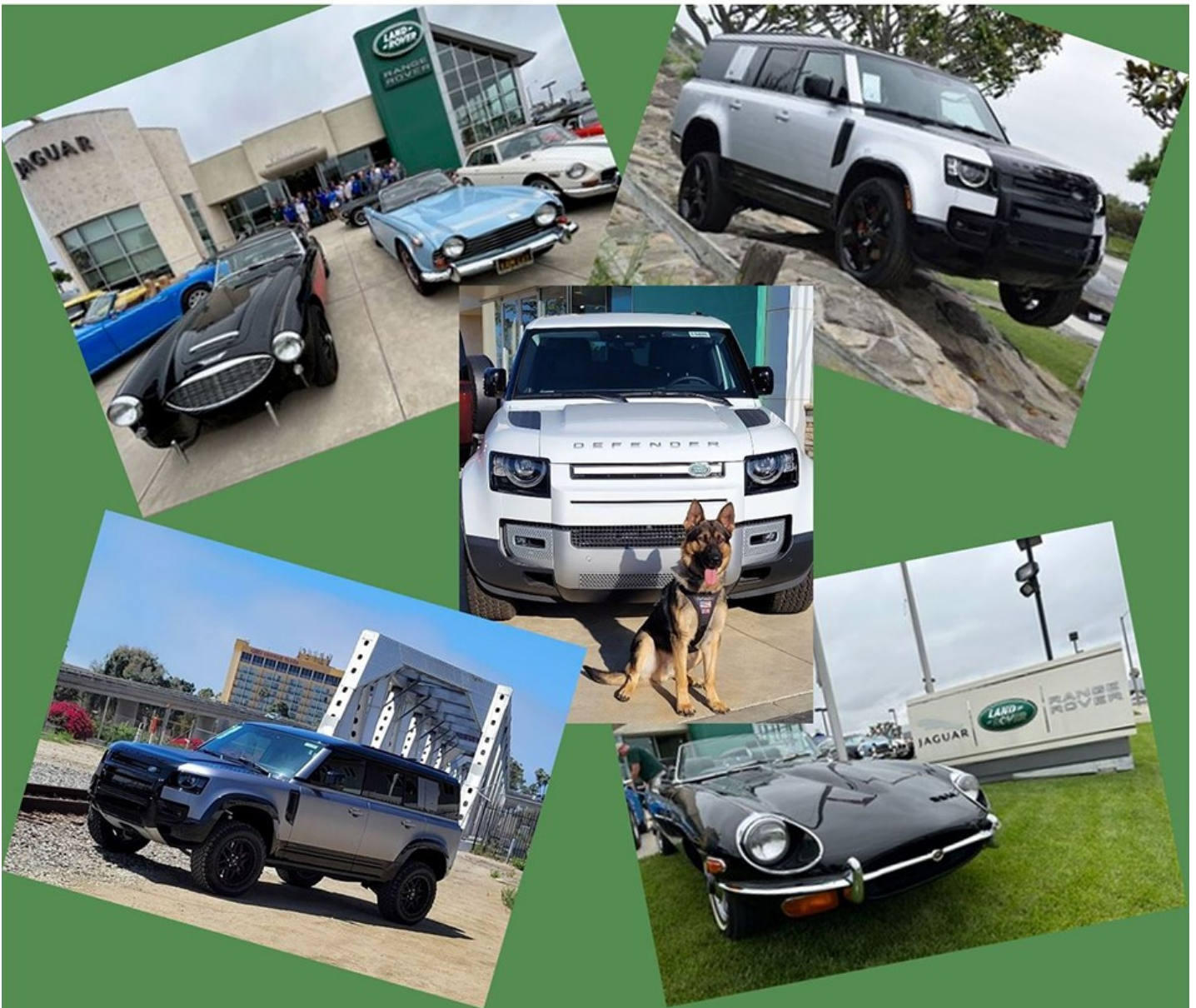
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3190 Perkin Ave. Ventura, CA 93003

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

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 141 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.

Ted Carlsen also 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 May 25, 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 am.



Cars and Coffee Ojai, Next one May 12, 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

Camarillo Old Town Cruise Night, Next one May 24



The Camarillo Old Town Friday Night Cruise!

Camarillo Cruise night starts in April and continues through the 4th Friday in September (9/27/2024). Come to Ventura Boulevard with your classic or collector car between 4pm-8pm. Parking is limited, come earlier to get a spot.

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



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 CSCVVSb'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!

CAR SPOTTING



Here is your latest car spotting challenge! Which British cars are hiding on this lot?
Enjoy!
Ted

Max of Switzerland Imported Cars (Scottsdale, AZ)



CLASSIFIEDS



FREE: Heavy duty tow bar for a Triumph TR6. Great for towing without a trailer!

Contact Randy Manes at 3hotwires@gmail.com

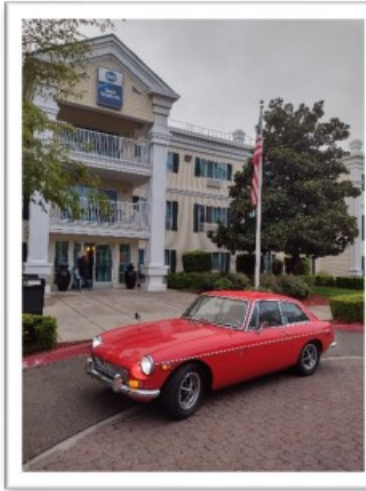


CLOVIS WAS THE PLACE TO BE.....



CLOVIS WAS THE PLACE TO BE, April 23 to 24, 2024.

Written by Zelda Davis Wochna and Doug Wochna



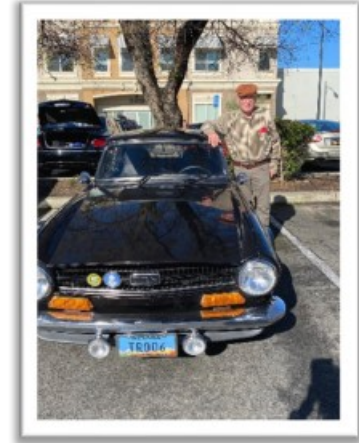
We arrived in Clovis early Friday afternoon after driving more than 194 miles through moderate traffic and moderate rain. We decided upon an early dinner and short walkabout around Old Town Clovis. It was a delight to be in such a homey relaxed environment. We

visited a few antique stores talking to vendors and purchasers of nostalgic remembrances. It was a wonderful trek.

Arriving back at the hotel, I heard a voice, "Zelda! Zelda! Up here!" There was Warren Prouty, the past president of the Valley British Car Club, waiving from the third-floor window. It brought a smile to my face; Doug and I were amongst friends. Before retiring for the evening, Doug put the car cover over the GT because there was a prediction of rain during the night. As we walked back to our rooms, we could see there were about five different types of Jaguar cars already in the parking lot; folks attending the drive in the morning were arriving at the hotel. Doug and I needed to get to bed soon because I knew Doug would want to dust down the car and perform his "readiness to drive" check because of the previous day's drive and the planned Saturday morning drive through the Sierra Nevada Foothills with Valley British Auto Car club, the sponsors of this weekend's events.

Going to bed early was an excellent move. It rained during the night. The little British car cover was still attached to the MGB-GT and has soaked through the cloth, causing the MGB-GT to be wet. After drying off the car, Doug opened the bonnet for a check of the engine compartment. After Doug confirmed the car was ready for the day's drive, we put the car in the queue of cars lining up for the Annual Run. With our car now ready to go, we greeted the other members of

the run before the Drivers' Meeting. One of the drivers on the run was Steven Brooks from the Reno (Nevada) British Car Club driving a very pretty, root beer colored TR-6. Steven won the trophy for the longest distance driven of approximately 300 miles.



With about 26 cars eagerly lined up, it was time to start this year's drive. If one had a mileage gauge, it was now to be set at zero. We pulled out of the parking lot in a very long line of British cars trying to catch the light. It was simple to keep up with the leader by following the next car in front and mindful of the mileage driven. The maps provided by the organizers, Larry Zerwig and Martin Connolly indicated what the mileage marker should be for each turn. It was a fine day. The sky was clear and blue. A great day for a drive along the beautiful countryside.



Near the half-way marker, we pulled into a gas station for a break. In the parking lot I counted 26 beautiful British cars: MG's, Triumphs, Jaguars, Aston Martins, Classic Mini's, a Bentley and a lovely patinated Morris Minor Traveler. When the group photo was taken, there were 41 people in the photograph.

CLOVIS CONTINUED



The second half of the drive was equally wonderful. This time our faithful GT was about 5 cars from the lead

and two cars behind that very quick Morris Minor. That man was sure driving that car downhill through

the curves and turns! Once back in town, most of the drivers parked their cars in the hotel parking lot and walked across the street to Bobby Salazar's Restaurant for lunch. I must say that all of the restaurants in Clovis provided us an enjoyable eating experience. I wanted to eat more.

With another rainy night prediction, we decided to get to bed early because the time schedule for the car show meant we had to be up, breakfasted, packed the car for the trip home and check out of the hotel by 7:00 am.

We arrived at the show field by 8 am, and to our surprise, only a few cars had arrived so far. Parking

CLOVIS CONTINUED



our car with the other MG's, which was the featured marque this year in celebration of 100 years of MGs, it soon started to rain. So, we all buttoned up the cars and ran for cover. Once it stopped raining, the car displays were



assembled with bonnets up. It rained again and again. Each time we ran for cover under one of the many pop-up tents after buttoning up the cars. In one of those tents, we met our Valley Brit friends Virginia and Charles Diffey. I think of them as the unofficial ambassadors of the club. She always has an interesting story or experience to impart. It was good to be there in the tent having a group-hug moment. Later that afternoon, the four of us went for sandwiches and ice cream to officially catch up from last year. It was a perfect day, despite the rain showers. There was good food, good fun, and good companionship. Clovis was the place to be.

WINNERS:

Furthest Distance Traveled - the car driven to the event: 1973 TR6 owned by Steven Brooks from Reno Nevada, more than 300 miles travelled one way.

Best Self-Restored Vehicle By The Owner – there were three cars in the running. A MG Midget that was a recent barn find, and the family put it back together; A beautiful Red 1971 MGB-GT taken down to nuts and bolts (yes, ours!); and the winner, a fantastic blue 1976 Jaguar XJ6 2 door coupe owned by Mike West. The detailing was fantastic, with new leather

upholstery, and a much later Jaguar drive train. Mike had the guts to deal with the electronics (reduced the original 12 computers down to 3 computers).

Best Unrestored Vehicle – Scott Musser, Yellow 1970 MGB-GT. Owned the GT 20 years and maintained it.

Best Modern British Vehicle – cars built after 1985 and newer (computers and fuel injection vehicles), the winner is the Aston Martin owned by Russell Couch.

Best MG – This award goes to the recently restored MGB owned by Peter Patriquin.

Participant's Choice Award – A splendid green Rover V-8 powered MGB GT owned by Robert Milner.

President's Award – the eclectic unique car, Ray Liter 1980 Triumph TR8. Beautiful condition and rare. The car Jon wanted to own if he was 20 years younger.

Blue Jaguar – BEST SELF RESTORED

Green MGB – PARTICIPANT'S CHOICE



BEST UNRESTORED VEHICLE

CLOVIS CONTINUED



BEST MODERN BRITISH VEHICLE



BEST MG



PRESIDENT'S CHOICE AWARD



ZELDA'S CHOICE Cutest Car – Classic Mini



ZELDA'S CHOICE - Fastest Driving Vehicle - Patinated Morris Minor Traveler.

CLOVIS CONTINUED



Peter Patriquin
Award Best MG
MGB



Steven Brooks
Award Furthest Travelled
Triumph TR6



Scott Musser
Award Best Unrestored
MGB-GT



Peter Milner
Award Participants
Choice
V8 MGB-GT



Mike West
Award Best Self-
Restored Vehicle
Jaguar XJ6



Host, Jon Brothers





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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

Thanks to all who sent front cover pictures. The threat of bunnies got many of you to start looking at car pictures. I received 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.

CCBCC Cars, Coffee and Garages

Date: **Saturday June 1st**

Hosts: Michael Musser and Cindy Mulhollen

Location: 9508 Santa Maria St., Ventura

Time: 9:30 on location

Drive: 8:30 starting at the Camarillo public library, 4101 Las Posas Rd., Camarillo

Drive departs: 8:45 am

Please respond to me (Ted Carlsen) with the following:

Names of attendees

email contact

Number of coffee drinkers

Participating in drive, yes or no

[Link to route map](#)

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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 **Price reduced**

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 \$3500—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

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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 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.