

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 41 Number 1, Jan., 2025

WWW.CENTRALCOASTBRITISHCARCLUB.COM

Ed Reyes' 1956 MGA (1500), 22,000 original miles



My earliest memory was when I was 2 years old was riding in my father's 1959 MGA, Old English White. When my younger sister was born, my mother had complications, and my father had to sell his car to pay for my mother's care. He always loved that car.

It's from riding with my father that I developed a love for British cars, and I've owned a Jaguar XJ6, a Triumph Spitfire, a Triumph TR-6, and my now MGA. It looks exactly like my father's MGA. I held off buying an MGA for many years. I finally found the one that I was meant to have since I was 2 years old. My wife and I enjoy it every chance we get.

Cont. on pg. 4

BUSINESS INFO



GENERAL MEETINGS:

2025 Meeting Dates, first Tues of each month.
We will meet at the Black Bear Diner, 2401 E. Harbor Blvd. Ventura (in the old Carrows)

2025—Jan. 7, Feb. 4, Mar 4, April 1, May 6

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.

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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,
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“Fancy A Cuppa” - Time with your President



A few months ago, I wrote about being a class host volunteer at the Pebble Beach Concourse d'Elegance. This time I write to you about something a little closer to home: The Central Coast British Car Club's annual, All British Car Show.

My involvement is limited to the past four years, starting out parking cars, but within two years I found myself filling the role of Car Show Chairman. How that happened is still a mystery to me...

There are many levels of volunteers at the show, from Show Committee members to show day traffic coordinators to set-up/clean-up crews. All of which are very important and required to make the show happen.

For a Car Show Committee member, planning and activity starts six months in advance of the next show.

Six months and counting – All is calm: Permits, reservation of the show field and show date are locked in. Car Show Committee members are selected, and their assignments are determined.

Five months and counting – The big picture planning begins: Show budget is assembled; Registration, T-shirt prices, vendor fees are locked in. A specialty Marque for the show is determined and class trophies are researched. Dash plaques are designed, a save the date notice goes out to previous attendees. Security, restrooms, DJ, Pipe band and rentals are contacted, contracts signed.

Four months and counting – Registration begins & sponsorships sought: T-shirt designs reviewed and selected, early registration opens for participants, food vendors are identified, show sponsors are contacted for their financial support. Advertising begins in earnest.

Three months and counting – Trophies purchased: Class and specialty trophies are ordered, advertising continues.

Two months and counting – The search for Volunteers: Sponsorships and advertising campaign pick up. Request for show day volunteers initiated.

One month and counting – Things are heating up: Heavy advertising campaign, final push for sponsor checks. Final show field plan created; car classes determined.

Two weeks and counting- The kettle is at a boil: Trophy plaques ordered, show day volunteer assignments made. Window cards, ballots, show field maps printed.

One week and counting – The final review: Organization meetings increase to make sure nothing has been overlooked. Last minute changes attended to.

One day and counting – Staging of equipment: Show equipment is hauled to the show field storage shed a.k.a. “The Pump House”.

SHOW DAY!

Dawn Patrol Schedule

4:30am – **Alarm! REALLY, REALLY, dark and REALLY, REALLY, early!**

5:00am – Hit the road – Really dark, but slightly less early. Oh-h-h Lucas, Prince of darkness, don't fail me now! The traffic is **awesome!**

5:30am – Set up begins – Still really dark but even less early. Caffeine deprived Zombies gather to assemble the show field. I am actually a wee bit scared.

6:00am – Tables and tents erected, class flags installed by torch light – Not so dark anymore, HOLY sunrise Batman! I CAN SEE MY HANDS! “Early” no longer applicable.



Continued on next page

Cuppa from prior page

7:00am – Looking like a Concours, final details sorted, late riser volunteers arrive, they look less scary. That daylight is blinding, man it is getting late!

7:30am – Cars begin arriving and move to the show field, owners tidy up their road grime and grass, volunteers buzzing about.

9:00am – Show has officially begun, parking real estate becoming valuable, volunteers accept bribes. 4:30am now a distant memory.

10:30am – Car entry closed. Voting begins, crowds fill the land. Volunteers breathe a sigh of relief, they search for sustenance.

12:00pm – Award voting ballots due! Let the counting begin! Oh, the anticipation! Gold Coast Pipe Band provides a calming distraction.

1:00pm – Award ceremony preparation, crunch time! Who will be the recipients of the world's most coveted honors?

1:30pm – Time to end the torture and anticipation and spread the joy! Awards to the best in class and specialty awards bestowed upon the participants. Announcing the Best of Show concludes the ceremony.

2:30pm – Shucks, I didn't win anything, I AM OUT OFF HERE! Participants flee, some have to be pushed and towed.

3:30pm – Return equipment to the storage unit. Batteries nearing 20%, prepare to plug in soon!

4:30pm – Arrive Home 12 hours later, batteries on 10%, shut down or plug in. Beer me! Nap time!

Ed Reyes' MGA, Page 1 Continued



I've had her for about 2 years. 1956 MGA, Old English White
She's got 21,000 original miles and paint and interior are the only updates. It was purchased originally without a radio and without a heater, and it's still that way. No leaks
I don't drive her every day, though - only on special occasions.

Christmas 2024 by Carl & Patti Miller



Patti and I had a very active Triumph club Christmas celebration season. In the course of one week we attended three club Christmas parties! Needless to say, we were on our spare tanks by the end.

It began on Saturday with TCSC's party. We had a spectacular view of the Pacific Ocean and Catalina Island from the host's backyard deck. During the gift exchange/stealing party we experienced a first, a member picked his own gift. He likes wine and there were a lot of wine gift bags. For him, it was a known quantity (one which he likes). Likewise, I also unknowingly picked ours. Patti packed it, I had no clue. We're glad we drove the TR4. It was a beautiful day and, along with the host's TR6, it made two Triumphs at the party. Good food and good friends made the day.

The next day we drove north to Ventura for the CCBCC Christmas party. The TR4 was gassed and ready to go, but both of us looked at it and decided the most comfortable vehicle we owned was our Ford F150, so it got the call. It was a good call. More good friends and food and we had a great time. Although we took gifts for the exchange, the drive across LA in the afternoon terrifies me. We left early and missed the gift exchange/stealing event. We took our usual circle route around LA (the 210 along the hills). Traffic was free and clear almost all the way! We thoroughly enjoyed the party and got home in a timely fashion sans drama! That's a nice ending to a fun party!

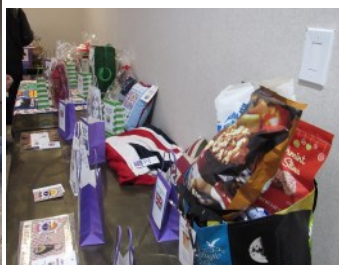
The following Saturday we left LA for Tempe Arizona. On this drive we got a two-fer. Our son was graduating from ASU with his Masters, so driving to Phoenix was a no-brainer. There was a Saturday graduation activity and walking the stage on Monday. In between was the DCTRA Christmas party. Yet another group of wonderful people that we enjoy sharing time and breaking bread with. The host's garage was a museum, with a genuine working shop attached. He has a Triumph and belongs to the club, but he's a Model-T specialist. Some of the stuff he had - amazing. The weather- at all three parties the weather was so nice, so very nice- top down nice!!

I took several pictures, but the one I thought was fit for a 3-club Christmas party season comes from Arizona. Did you know Triumph made typewriters? I didn't. Attached is a picture of a Triumph typewriter. I looked under it for oil - didn't see any. The crankcase must be dry!!

Thank you everyone in all three clubs for making our holiday season one to remember for sure!
We hope everyone had a wonderful Christmas and started the New Year with gusto!! See you on the road.
--- Carl and Patti Miller modified '62 TR4



More pictures from CCBCC Xmas Luncheon



WELCOME NEW MEMBERS



Bernard Kummer
Oxnard
1966 Jaguar E-Type

Jim & Donna Smith
1974 MGB Roadster

Tony Inzana
Hughston, CA
Sunbeam Alpine
Triumph TR6
Triumph TR8
(7) MGB's and MGB GT's
MG TC
MG Midget

Gregg Reagan
1998 Jaguar XK8

David Wasco
Los Angeles
1976 Triumph TR6

Scott Toshi
Oxnard
1962 Jaguar XKE Roadster
1976 Rolls Royce Silver Shadow LWB

Jay & Arleen Barton
Torrance
1960 Triumph TR3
1969 Triumph GT6

David & Juliet Bollen
Marana, AZ
1966 Triumph Spitfire MkII
1969 Triumph Spitfire MkIII
1981 Triumph TR8
1981 Triumph TR8

Randy & Sherry Reed
Santa Barbara
1964 MGB

Serafin Salmon
Santa Barbara
1966 MGB

Kirsti Thompson
Camarillo
1957 MGA Roadster

Daniel Torrey
Ojai
1971 MGB
1971 MGB-GT

Lillian & Gary Warkentin
Santa Barbara
2014 Mini Cooper Clubman
2022 Mini Cooper C Convertible

Dan Gerrard
Newbury Park
1963 Triumph TR3B

DOUG WOCHNA'S FIRST TIME AT THE GATHERING OF THE FAITHFUL

SUNDAY, the Day Before

Doug and Zelda drove their 1971 MGB-GT from Woodland Hills, California to Folsom, California for the 2024 Gathering of the Faithful ("GoF")-West. GoF-West started 51 years ago as an event to celebrate pre-1956 MGs (TC, TD, TFs and pre-war MGs). In 2015, all MG models were welcomed to attend GoF gatherings.

Sunday morning around 8:00 am we pulled onto the 101 freeway onramp heading to the prearranged rendezvous with our friends, the Horsfields. Mark and Naomi had arrived at Los Angeles Airport on the last leg of their vacation and thereafter heading home to Australia, and were attending the GoF with us.

We heard a "thump" noise from the back just after entering the freeway ramp, road noise we assumed. The freeway seemed busier than normal for a Sunday morning drive. The Grapevine Pass lacked the usual heavy truck traffic. We reached the Dunkin Donut stop without further incident.

While we were having our driver's "meeting", Mark noticed that the MG's hatchback was ajar. That was the single thump I had heard earlier. Soon our group was a caravan heading north on Route 99. Occasionally, a rattling noise was heard from the passenger side of the car. The drive went well and we arrived at Folsom at 2:45 pm. We all agreed to get settled in and then have dinner at 4 pm.

Our little dinner group of four became a group of eight as were joined by other early GoF attendees. It was a short 2 block walk to the Fat Rabbit restaurant. It was a spacious, lovely, community oriented English Pub! Ordering our traditional English meals, we enjoyed each other's company. All of us were reluctant to return to our rooms because our conversations were overflowing with laughter and fine, fun stories.

After the meal, Doug and I went to the Walmart. On the way there and back, there was that occasional knocking, rattling sound that seemed to emanate from the passenger rear. Doug said he had to check on that noise before returning home.

MONDAY, Registration & First-Timers Meeting

Monday morning the group gathered at the hotel for breakfast and we greeted fellow attendees for the festivities. Later in the afternoon everyone officially checked in at the Registration table. You could hear the excitement in the voices as folks laughed, hugged and greeted each other. As the crowd was thinning, Doug met Dave Lawson who was checking in. Dave told us all about his cars that he would display on the show-field which included splendidly patinaed black MGA and a beautiful 1951 MG-TD. I wanted to know more about his TD. He explained that there were several modifications made to the car to enable it to cruise comfortably at 70 miles per hour. Mr. Lawson took me on a drive in his TD and also gave me driving lessons and tips. The most memorable tip he gave was to have ear plugs because of the road noise from other vehicles.

Monday, late afternoon, Doug was involved in washing the GT to get it ready for the car display and orientation meeting for First-Timers. At the appointed time, just before the greeting, Doug opened the bonnet. Just as Mark previously declared that an MG with an open bonnet was like "flies drawn to honey." Right on cue, the men surrounded the engine compartment, asking Doug questions. From that Meet and Greet for the First-Timers went directly into an orientation meeting which was open to all participants.

TUESDAY, Car Show and the Horsfield Presentation

Tuesday morning, Car Show day! Mark and Naomi meet us for breakfast at the hotel. Afterwards, I removed the car cover; it was very wet due to rain during the night. I checked the weather report, no more rain today. But, rain was predicted on Wednesday. After a quick wipe down, we drove to the show field at

Continued from prior page



the public park next to the Folsom Library and City Hall. As we were directed to our position on the show field, we drove around pockets of mud and puddles of water. The Field was organized by Model Class. We were in the MGB/C –GT's area. Doug and I wiped down the car and set up the car for presentation. I created a common area for the chairs under a very large tree. Later we were joined by several folks from the show enjoying our lunches.

Doug and I walked down the rows of over 100 MGs, all well loved by their owners. MG history, beauty and style was on display at the show! Doug's favorite car of the show was Bruce Campbell's Black 1937 MG-SA with coachwork by Reinbolt & Christie.

Once the show was over, we rushed back to the hotel to catch Mark Horsfield's presentation. Doug mentioned that the rattling noise was concerning. He was turning the wheel back and forth trying to determine if the noise was from the shock absorber.

We attended Mark Horsfield's presentation about MG clubs in Australia. We learned that Australians take pride in keeping their Pre-War and Post War vehicles in drivable condition. Mark's club has two adjacent storage units containing the club's major tools and a car lift! The storage units are for the use of all club members. As a country, the clubs has had several 4 day continental runs of the T-Series cars north to south; east to west; and even on runs around the coast of the continent (which is larger than the area of the United States). The Australians are proud of their cars and drive them often. After the meeting, the car was covered and we had dinner with old friends from El Dorado and new friends of GoF.

WEDNESDAY, Rallye!

Wednesday was the MG Rallye. As we pulled out of the starting location it started to drizzle, but we decided to drive the 70 mile, 4 hour long Rallye route anyway. This was Doug's first rallye, and we were having difficulty deciphering the answers to the Rallye questions. We were perhaps three-fourths through the course when the outside temperature dropped and the car's noise from the back had changed. Doug immediately pulled over into an office building parking lot. Mark and Naomi stopped to help. The Moss picnic blanket with rubber backing was placed on the wet pavement. Perfect! Doug laid on the dry cloth and was focused on inspecting the right rear shock. Naomi noticed that the driver's rear tire was going flat. It started to sprinkle as Doug and Mark changed the tire. Mark examined the tire and noted that there were five nails in it! Luckily, our MGB had a full size spare tire and we were underway in less than 15 minutes. It started to rain again as we pulled away. Upon arriving at the Rallye's end location, the rain stopped. While turning in our Rallye answers, we learned that there were six cars still out on the course. We returned to the hotel during another downpour. The knocking noise was annoyingly still there. We got dressed for dinner in our British outfits (for the year of your car) and attended the silent and live auction Banquet.

THURSDAY – The Banquet and Awards Program

After a quick breakfast, we went off to find a replacement tire. The GPS directed us to a Firestone Tire store just 6 miles away. The sales person said that repairing the tire was not an option – no surprise! A new tire was purchased. Doug asked for the car to be placed up on a rack to inspect the shock, but the salesperson said he did not have a lift free until Monday.

Returning to the hotel, we attended the Tech Session and afterwards, the Advisory Committee meeting as representatives of the Southern California MG Club.

That evening was the banquet and award ceremony. The food was delicious, even better than the auction

Continued from prior page

dinner! Around our table, there were lots of good stories about the rallye and the good company and fun of being together.

Our rallye score was only 28 correct out of 40 questions. Once the car show awards began, there was lots of cheering and clapping for the winners. The cheers and clapping exploded with the announcement of Doug's First Place Win in the MGB/C-GT class – that was a tear jerker and a surprise to us, since all the cars in the class were so beautifully kept.

FRIDAY - Departure

Doug moved the GT to the winner's circle at 8:00 am. At about 10:30 am, after almost everyone had left, Doug emptied the boot and pulled out the car's jack. As he started to crank the jack, lifting up the right side of the car, there was a little "pop". He continued to crank the jack and there was another "pop." Turned out, the gear teeth of the jack had snapped off. The 53 year old jack has become too brittle to use.

Luckily, not everyone had left for home and we did not have to call AAA for assistance. A fellow GoF participant loaned Doug his truck's jack and the car was jacked up. No surprise, the passenger side rear shock's top bolt had indeed worked itself loose. With the two men working together, they were able to tighten up the shock bolt, and all was well.

With the mystery solved and repairs made, we packed the car and got ready for the trip home. After saying our good-byes to Mark and Naomi; Joyce, Val, Dan and the rest of our new friends at GOF we got on the road taking the 99 and the 5 freeways we arrived safely home at 8:15 pm with no incidents. Doug and I

have very fond memories of this trip, and look forward to the next GoF gathering.



Rebirth of an MG by Chris Hayes



In late 2009 I was pondering if I wanted to do a restoration of a 1970 MGB. My farther in England had re-stored one, and I always wished I could have had that car here in the US. I also wanted to teach my children some of the skills I had learned growing up in the UK. I started doing some research on just what to look for, what to avoid, and some estimation of just how much time and money would be involved. To that end I started to look online. Being a very popular model, there was a huge amount to choose from. The as advertised condition of those for sale varied immensely. So, I decided to focus on those in California so I could inspect before committing myself to buy. The plan sounded to me to be a good one, one I unfortunately forgot all about when I saw one for \$500 on E Bay. I contacted the seller in Sacramento, and he seemed like he was being honest about its condition as best he could as it had sat since he bought it a couple of years prior. He had a restored MGB as his daily driver, so he knew what to look for. I placed a bid and ultimately won it for \$600.



I Trailered it home and started to inspect things. At this price point expectations were low. I drained all the fluids, Oil, Gas, Coolant, replaced with new, and put a battery in it, happily it ran quite well. After jacking it up and crawling around underneath, rust was clearly apparent, but nothing seemed serious. It still had the factory under seal on it, so it was a little hard to see the extent of the rust.

I decided to take it 100% apart and start working on the body first. I had done my share of welding upside down under old cars in England. Not wanting to do that again, I decided to build a rotisserie, to facilitate the work.



This turned out to be a very good decision, as you will see later. Once I started cleaning off the years of muck, under seal, paint, sound insulation/carpet etc.

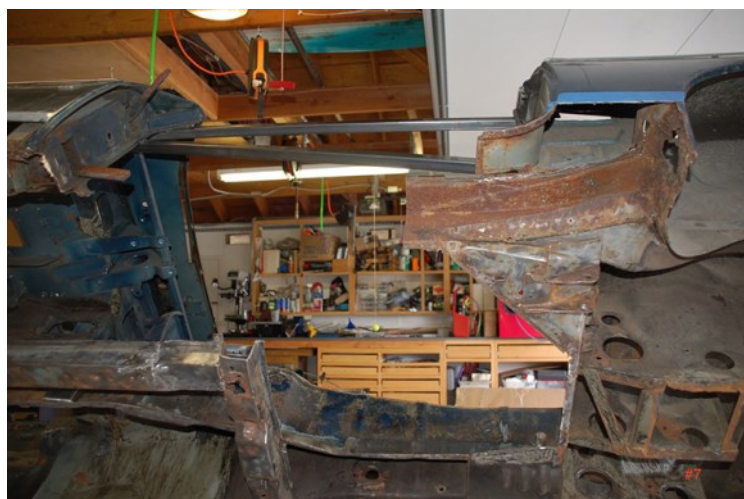


More of the horror to come became visible. There had been many previous owners who had attempted repairs, none successfully. I thought I had bought a California car, however there was evidence the car had originally come from New York. The outer, and inner sills had been replaced, however they were not welded on, just tacked in a few places by brazing. Once removed the rust was everywhere. There should be an inner membrane panel, that was so rusted very little of it was left. The castle rails and other structural pieces were in terrible shape. How the car didn't fold in two when I got in it is beyond me.

Continued on next pg.



The next 5 pictures show some of the decay. I planned on getting the body media blasted, but felt I needed to get the main structural pieces fixed before I could move it. Luckily MOSS stocked all the replacement panels I needed. Having the car on the rotisserie made it so much easier to work on. Welding new clean metal to adjoining rusty panels does not work, so you must cut the rusty parts back to good clean metal.



By far the worst part of the work in these 2 pics

Continued on next pg.

After all the serious replacement panels were completed, off it went to Anacapa Blasting for a media blast, and a light coat of epoxy primer to prevent further rust. This unearthed a whole new set of rust holes to repair, including new front fenders that I thought previously were OK.



All this rust repair was over a few years, as I had a job that took me away from home a lot, and 14 hour days when I was home. I saw a lot of the world, but not much of the MG some years. I had decided to have built an MGB engine for a supercharger and bought the MOSS supercharger kit. Through the MG Experience, which is a mine of information, I made contact with Dave Headley, an engine engineer with GM who had retired, and was building MGB engines mostly for racing. He raced his own MGB for over 30 years, but since retired from that. Sadly, he passed away last year. I put the engine and supercharger kit in my truck and drove it to his shop in Colorado. He had all the machine work done to his specs, and assembled with forged pistons, Ti Rods, APT cam, aluminum flywheel, and did an 80% head polish. 80% is all you need if you are not going racing at very high revs.

I was visiting England and while there made a visit to Frontline Developments, a builder of \$130K MGB's. I was so impressed with their products I bought a 5 link Rear suspension, upgraded front suspension, adjustable coil overs all around, 4 piston brakes, and a Vitesse 5 Speed Mazda based gearbox. Oh and a lighter wallet.

The dash of the 1970 MGB was a victim of the US crash regulations and had a "Pillow" dash. No glove box and square switches. Aesthetically not to my taste, some people like them, some, like me do not, just a personal choice. I located a dash from a 63 MGB which is much nicer, with all the classic gauges and toggle switches. As the dash is bolted in, I thought it would be a relatively simple change, but oh no. The inner structure was different. This necessitated a piece to be cut from an old scrap car, if you want to install an old-style dash. I located one at an English scrap yard in Lake Elsinore, he had over 200 MGB's, some old Triumphs and Rovers, and lots of that he scrapped. Grafted it into the car install.



Sounds simple but it's not at all. Steering collum had to change that meant different light and wiper stalks, and a custom shroud. One thing led to another with this part of the project and took a whole lot of time, trial and error.
To be continued in the next newsletter



UPDATE

Triumph Travelers has firmed up the dates for their 2025 Sierra 180 event. The 2024 event was a resounding success and they are inviting TCSC to join them in '25. The drive dates are May 12-14, 2025.

The 2025 180 : A two-day tour based around Auburn with some of the best roads and views in the Sierra Nevada. May 12: Pre-drive late afternoon reception in Meadow Vista. May 13: Day 1 - 180+ miles from Meadow Vista to Nevada City via Downieville. May 14: Day 2 - 100 miles from Auburn to the Placerville area via Georgetown, the American River, and Salmon Falls. If these names are unfamiliar to you think NE of Sacramento -- think ***GOLD COUNTRY!***

Discount accommodations in Auburn at the retro Foothills Motel. Call (530) 885-8444 to get \$40 off the regular \$175 rate when you quote "Sierra 180". Other rates available with similar discounts from \$110 per night. <https://foothillsmotel.com>

TCSC members are welcome to sign up for the Sierra 180 here: <https://triumphtravelers.org/Activites/actperp/activityList.php>

Please write in your club name in the comments

Foothills Motel link- <https://foothillsmotel.com/>

TCSC sign up link- <https://triumphtravelers.org/Activites/actperp/activityList.php>

Contact Carl Miller with any questions-

Suggestions for Runs, Brunches, Or Visits



We are almost at the first month of the year and the club has only one event planned. Below are numerous suggestions, some we have done in the past and others are new. We need the general membership to step up and offer to take charge of one so we can show off our rides. With 162 members, there are usually just 3-4 people who always are the point of contact for a run.

Suggestions include:

Bennet's Honey Farm, Filmore, contact info: (805) 521-1375

Santa Susana Depot, Simi Valley, contact info: (805)581-3462, www.santasusannadepot.org

Neptunes Net serves breakfast and lunch. Contact info: (310)456-3095, www.neptunesnet.com

Getty Villa, Malibu, contact info: (310)440-7300, <http://www.getty.edu/visit/villa/plan/>

Adamson House, Malibu, contact info: (310)456-8432

The Peterson Museum, Los Angeles, contact info: (323)930-2277, <https://peterson.org/visit/>

Leonis Adobe Ranch and Museum, Calabasas, contact info: (818)222-6511 or email karen@leonisadobemuseum.org.

The club only does about 9 runs a year. We usually do not do one in September as that is our car show and we have the teddy bear run in November, December is the Christmas luncheon.

If you would like to plan and lead one of these suggestions or have your own, please coordinate the calendar with Joel: j_bar_j@hotmail.com

Upcoming CCBCC Cars, Coffee and Garages

New one starting in March or April. Watch here for more info. If you would like to offer your garage? Check with Joel: j_bar_j@hotmail.com

Who Works on Wired Wheels, Need Parts???



All members have access to the member only section of the website:

<https://centralcoastbritishcarclub.com/member-info/>

Scroll all the way down to Suppliers and Services.

If you have used someone not on the list and like their service, let one of the board members know and we can get it added to the list.

Remember there is a password to get to that page, it is not for the general public!!



VALLEY BRITISH AUTO CLUB
presents the
**22nd ANNUAL
CLOVIS BRITISH
AUTO ROUNDUP
MARCH 29th & 30th, 2025**

"Central California's Premiere ALL British Car Show"

**..HONORING THE HISTORY of
an ICONIC BRITISH MARQUE..**



Register Online at:
www.motorsportreg.com
or Visit Our Website at:
www.valleybritish.org
Jon Brothers, President
559-765-5364

Register Here



In Conjunction with B.O.O.T.
10:00am Saturday Drive & Lunch
9:00am Sunday Car Show
and Antique Street Faire
All Raffle Proceeds
to Benefit Local Charity

**... FIRST 80 CARS - ALL BRITISH MARQUES ...
\$35 1st Car, \$20 2nd Car, \$20 Motorcycles
\$40 Day of Show**



English car parts have definitely had some recent major changes. First, we lost Victoria British LTD who definitely had one of the widest selections of British Car Parts. They became a part of Moss Motors who recently have partnered with Rimmer Bros. Further consolidation on the horizon?

In addition, my personal favorite Roadster Factory had a fire which pretty much wiped out everything. Lot of classic British cars gone and almost all of their inventory. Truly devastating as original owner Charles Runyan was always so helpful, deeply respected and would not hesitate to recommend someone else if he did not have part or to supply guidance. Or custom make the part.

All is not lost. In my restoration of my 1969 Triumph Spitfire and maintenance of other British cars I found you just have to do some research and ask around. I found there are quite a few knowledgeable individuals and was able to find suppliers of most parts needed. I found that most sellers get their parts from the same supplier so becomes more the logistics and of course pricing. Ex. Most quality wiring harness, electrical are from British Wiring.

In the past 35+ years of working on British cars I find we still have some great resources for parts and technical knowledge in addition to our TBCR members. From Woody at TWS Motors fka as The Wedge Shop for all Wedges, Rover related cars. Nigel at Spitbits for all our Triumph Spitfire owners. SNG Barrett for our Jaguar cars. Rimmer Bros and Moss Motors who tend to have a huge selection of parts and knowledge for most British cars. British Parts NW who supplies parts for a wide range of British cars.

Coming soon articles on frustration restoration/service knowledge, fun with parts and it's so nice to actually drive our old British Cars.

1. TS Imported Auto(Triumphs and MG parts) Good reputation

<https://tsimportedautomotive.com/>

2. TWS Motors aka The Wedge Shop (Specializes in Wedges TR7 and TR8, plus Land Rover and Rover V-8's) **NO ONE MORE KNOWLEDGEABLE ON WEDGES AND ROVERS THEN WOODY!!**

<https://www.thewedgeshop.com/>

3. British Wiring(Only place I would get a wiring harness, electrical from), Note they also do motorcycles

<https://www.britishwiring.com/>

4. Spitbits(Nigel) Spitfires of course

<https://www.spitbits.com/>

5. British Parts Northwest(Love em!!)

<https://bpnorthwest.com/>

6. SNG Barratt(for Jaguar parts and technical knowledge)

<https://www.sngbarratt.com/>

7. Rimmer Bros. (good if ordering lot of parts, expensive shipping and handling)

<https://rimmerbros.com/>

I do not include Roadster Factory due its terrible fire but love them. Moss not included for obvious reasons. Victoria British no more, etc.

**CALIFORNIA HEALEY WEEK 2025
SAVE THE DATES, BUT BOOK YOUR CABIN NOW**



THE REDWOODS IN YOSEMITE

Tuesday, October 7 to Friday, October 10, 2025

For *Healey Week 2025* we are returning to the **Redwoods in Yosemite** where we held a very successful event in 2016. For those of you who did not attend in 2016, the Redwoods is a private cabin community within Yosemite National Park, *the only private accommodations in the Park*. Located in Wawona, near the South Entrance, the Redwoods offers a variety

of cabin options, many of which are multibedroom where you can share with your friends and save. Those not into the “cabin” thing may book at the nearby **Wawona Inn** (2.0 miles) and still participate in all the CHW activities. Another option is the **Tenaya Lodge** (9.0 miles).

Next year’s event is being dubbed “**Healey Week Lite**”. It’s a three-day, three-night Meet with some new twists. There will be a *Virtual Car Show* (there really isn’t a good Car Show location within 25 miles), and no Gymkhana, but we will have our ever-popular **Poker Run through Yosemite Valley, a Glacier Point Tour, Funkhana, and several other Scenic Drives** available. Plus, we have some new and fun events planned for the **Social**

Center during the afternoons and evenings. And an **optional Lunch and Tour at the magnificent Ahwahnee Hotel**.

For those of you wanting a longer stay, you may book in a day early or stay a day longer for the *same nightly rate*. Anyone looking for a longer Tour may wish to join David Nock for a **four-day “Pre-Tour”** (details to follow).

REGISTRATION WILL OPEN SOON

BUT NOW IS THE TIME TO START BOOKING CABINS

Here’s how it’s done. **Step One:**

Click on the Button Below marked “**Cabin Map**”. You may want to print this out. Note the location of the Event Center on the map. Some cabins are much closer to the Event Center than others.

Step Two: Click on the Button Below marked “**Cabin List**”. This will open a list of all the cabins offered. Search for the size of cabin you want and check the location. *Clicking on the name of the cabin will take you directly to a webpage* where you can view the cabin details.



Note: The Column marked “**Sleeps**” is accurate only if you use every available sleeping space, including couches, roll aways, etc.

Note: The column marked “**Cost for 3 nights**” is the cabin rental only, not including 13% occupancy tax, a \$99 damage waiver and a cleaning fee which varies by cabin size (usually \$150 - \$200).

Note: The column marked “**Cost per bedroom per night**” is based on the number of bedrooms listed, not the “sleeps” number.

Note: If you are trailering, ask for a cabin with **trailer parking**. Otherwise trailer parking is very limited.

Important Note: The column marked “**Status**” will tell you if the cabin is already booked. Also, if a booked cabin has available bedrooms, this might be listed. This form is updated regularly, but any cabin may have been booked since the last update, so it’s good to have a 2nd choice selected.

Step 3: Click on the button below marked “**Redwoods Rules**” and read all the terms and conditions.

Step 4: Call The Redwoods and book your cabin. **877-753-8566. Be sure to tell them you are booking for the Austin Healey California Healey Week.** Event check-in is Tuesday, October 7. Check-out is Friday, October 10. If you want a longer stay, you may book in on Monday, October 6 and/or check out on Saturday, October 11 at the same nightly rate.

[Redwoods Cabin Map](#) | [CHW 2025 Cabin List](#) | [Redwoods Rules](#) | [Save the Date](#)

[Offline Road Map to RIY](#)

More information:

The Redwoods in Yosemite <https://redwoodsinyosemite.com/>
Steve Kirby sackirby@pacbell.net

NOT FEELING THE CABIN THING?

Check out the nearby **Wawona Hotel**. A classic Victorian property with a good restaurant. Less than two miles. <https://www.travelyosemite.com/lodging/wawona-hotel/>

Note that not all the hotel’s rooms have ensuite bathrooms!

Note: The Wawona is closing in December for renovations. The hotel is currently not taking reservations for 2025. It is expected to reopen certainly by our event and you can book later.

Or

The Tenaya Lodge. An upscale alpine hotel with plenty of room and food options. Nine miles.

<https://www.visittenaya.com/>

No special rates at these hotels.

Notification will be sent when the Event Registration Opens.

CALIFORNIA HEALEY WEEK 2025 is co-sponsored by the **Golden Gate Austin Healey Club** and the **Austin Healey Association of Southern Ca**



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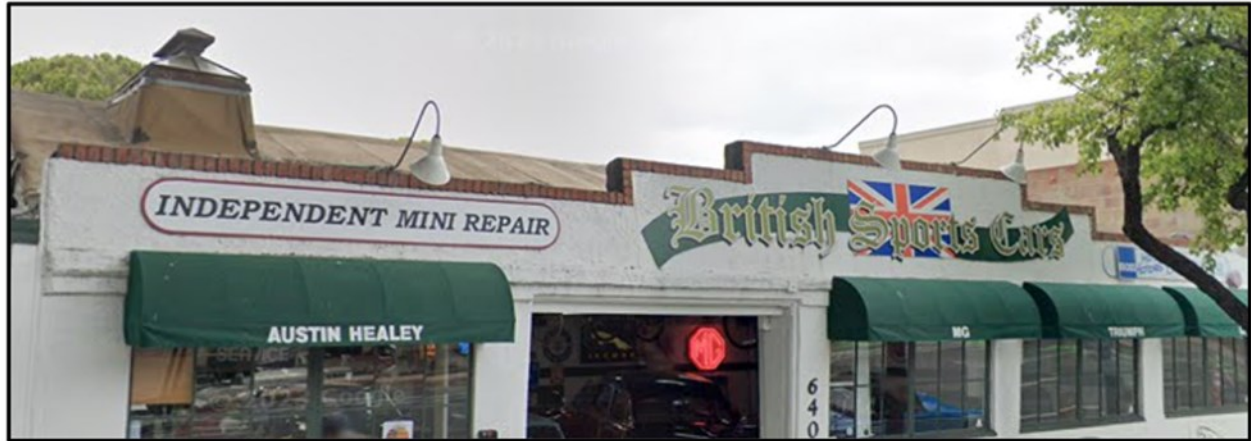
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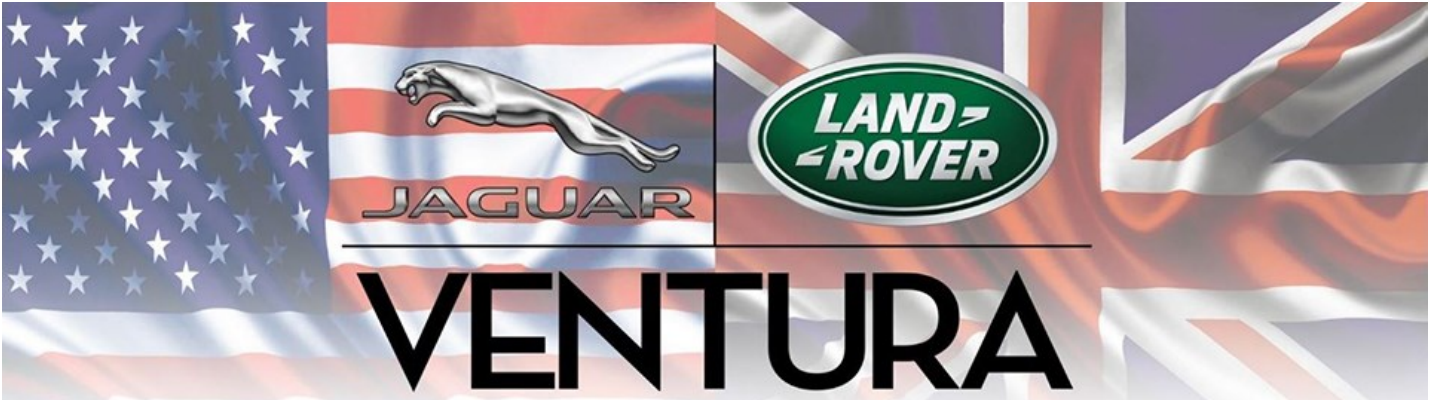
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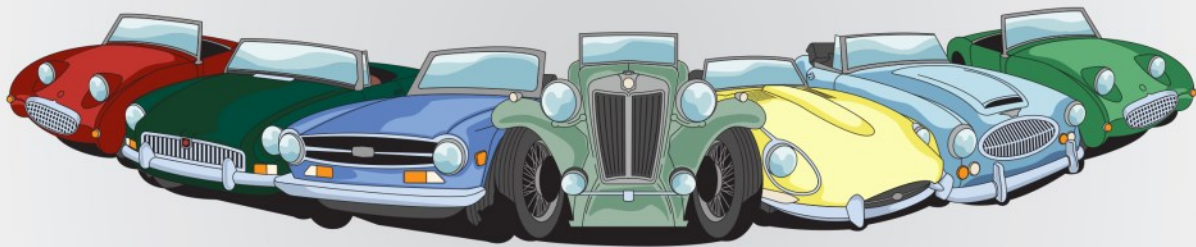
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CCBCC MEMBERS ONLY TECHNICAL SUPPORT



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 162 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 JPG's 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 Jan 25, 2025, 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 Jan 12, 2025, 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

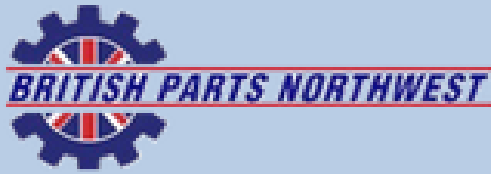
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222 Riverside Road in Oak View



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. I have a few ahead of time; but will always accept your car pic and a short write up about 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.

Atomic Motors



Cat from Atomic Motors with Martin Keller and Michael Vujea, Chris's brother. Atomic is located in Henderson, Nevada. They have seven plus buildings full of amazing items and cars.

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MG – TD – TF Parts for Sale

Unused new rear leaf springs

Rear shock absorbers

Front brake drums

Wire wheel hubs. 2 right front and 2 left front and 1 left rear

Bob Ives Cell: 805-990-5302

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

Contact Randy Manes at 3hotwires@gmail.com





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 30.00

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.