

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 41 Number 3, March, 2025

WWW.CENTRALCOASTBRITISHCARCLUB.COM

David Wasco's TR 6, Continued on Page 4



Story on Page 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—Mar 4, April 1, May 6, June 3, July 1

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

Your CCBCC Board Members For 2025

PRESIDENT

Ted Carlsen carlsen136@gmail.com.

VICE PRESIDENT

Chris Hayes
chrishayes2710@icloud.com

RECORDER Dave Reid

mgtc48@hotmail.com

TREASURER Chris Vujea

CCBCCbooks2017@gmail.com

ASSISTANT TREASURER Frank

Powell
engineer@mycci.net

MEMBERSHIP

Pam Justin pjquilter1@hotmail.com

NEWSLETTER EDITOR

Terry Schuller dtreid@gmail.com

ADVERTISING & SPONSORSHIP

CHAIR Eric Baldwin
thebaldwins@roadrunner.com

WEBMASTER

Patrick Redd (805) 746-5379

CLUB PHOTOGRAPHER (non-voting)

Dave Reid 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



We have all been there: after long agonizing periods, we finally decide to sell a car, then minutes, hours, days and yes, even years afterwards, regret our decision. Sometimes it is a project we realized we were just never going to get to, or life changes occurred (cash, family, job, moving, space), or it left you stranded one too many times. Whatever the reason, that first thought of letting your prized possession go, started an agonizing trip down the emotional highway of postpartum depression.

Some cars allow us to finally move on as we entertain a replacement, others tug at our heart strings for years or forever. Those are usually the ones that either had emotional memories attached to them or, you have never seen another one like it to fill its giant shoes. We may try to bandage the open wound with other cars, which works for a while, then the heart strings are tugged again when you see a look-a-like whizzing by you on the open road or at a car show.

Some cars take me a long time to “let go” but once I have decided to “make room” and move on, the attachment dissipates. Looking back however, there is one car I sold too soon, it was a 1956 DeSoto Fireflite Sportsman hardtop. It was a one-year design and sold in small quantities.



The car had a lot of body filler covering up extensive rust but looked nice from twenty feet and oh, that Hemi V8!. I decided, instead of financing expensive metal and paint work, I would just find a better one someday. That was some ten plus years ago now, and I have yet to find another one, despite all of my car email alerts. Depression? Not really. Regret? Definitely! The search goes on.

Cheers,
Ted



Story of a TR 3 by David Wasco, owner of the car on the cover



The back story about my TR-3 would be to talk about the "green driver's side front fender". Why? That is me on the righthand side of photo. Leaning against the rear fender. My high school friend Jeff and his girlfriend Arla to my right.

There was nothing like riding that car in the hot summers of Southwestern Vermont. In the early 1970's. Back roads. Dirt. Absolutely beautiful.

I was doing a few things everyone does in high school. Juvenile, driving too fast, and tailgating friends driving a big American station wagon.

Everyone knows Triumphs have no power brakes. The car I was too closely following jammed on the brakes and immediately swerved into the oncoming lane.

Revealing a large cow standing directly in front of me.

I jammed on the brakes, locking all 4 wheels, skid and struck the cow broadside. Like a T-Bone accident. Thankfully, the car was slowed enough to not kill the cow. "Seared" into my memory was the image of the cow being thrown into the air, all fours tumbling, then landing on her feet, bucking like a bronco. Hopping a nearby fence. No blood. But the Triumph's front grill and driver's fender were bent in. When the State Trooper arrived, we could not find the cow.

I'm not exactly sure where I located a 'donor' car fender and front grill. Possibly someone in Pownal. But I was able to un-bolt the front end as well as the driver's fender, then just re attach the new (old) parts. I was not concerned about the un-matching colors.

The TR-250 remained unrestored throughout the time I owned it. New England was not kind to the sheet metal due to the salted roads in the winter. Even though the car was only 5 or 6 years old, rust riddled the body. But the car ran strong. It was a joy to drive.

An Object of Desire, The story of a White 1974 1/2 MGB

By Zelda Wochna



As a teenager, I heard adventurous stories about my Uncle Gus' days in the military. In some of the stories, he mentioned that he always admired this white MGB with black decals. The car was driven around his military base in New York State by one of the officers. My Uncle Gus said he could tell when that officer was coming because of the unique sound and the look of that little British car. They formed a friendship because of the car. And when the officer was transferred overseas, Uncle Gus was given the first option to purchase the car, which he did without hesitation. He must have enjoyed driving the little B around New York. Eventually, Uncle Gus was transferred to Germany. The car was shipped to his family home in Alabama, where it quietly sat in the garage for the remainder of his military career.

When Uncle Gus returned from Germany, he and his wife, Myrtle, drove the MGB to family reunions in the South. That is where my brother, Elvin, first saw the car. Elvin fell in love with the little British roadster.

It was mentioned that Uncle Gus may have to give up the car because of his health. Elvin offered to purchase the car immediately. But my Uncle Gus was not ready to let the car go just yet. Elvin and Uncle Gus stayed in touch, and several years later, when my uncle could physically no longer drive the car, he finally relented and sold the car to Elvin, for \$5,000. The deal was made, and Elvin flew to Alabama to finally take possession of the B. Uncle Gus told Elvin, in parting, to "Make sure you join the local MG club when you get back home". Elvin claimed, in his exuberance, that he constantly drove that car way above 4,000 RPM's because the car so readily performed on those back roads of the South. He drove the car all over the South for a month before he started the trek back home to Detroit, Michigan.

Elvin, a Tool and Die machinist for Ford, did join the Windsor-Detroit MG Club and drove the car to numerous car shows, winning in his class at local, national and international meets. And he soon became a prominent member of the Windsor-Detroit MG Club and became their Regalia Chairman. He also became the Regalia Chairman for the North American MGB Register.

Years go by and I am visiting my family in Detroit. I got picked up at the Detroit Airport in this little white MGB roadster. Elvin insisted that I drive the MG the 34 miles back to his home. By the time I drove out of the airport I starting screaming because the wind in my hair gave me the feeling of flying; a sense of freedom; and a feeling of one-ness with the car while driving. I immediately fell in love with this car. Elvin told me to stop screaming and pay attention to driving. I screamed even louder at the top of my lungs with joy all the way to West Bloomfield Hills! That week I purchased MGB regalia from the Windsor-Detroit Club and was made an honorary member of the club. Whenever I flew home to Detroit, the B was there for me to drive.

In August of 2006, I was attending yet another family reunion. This time in Raleigh, North Carolina. I was dressed in my MGB regalia the entire weekend, changing tops several times in the day just for fun. On Saturday night, my brother asked me, "You really like the MGB?" I said, "Yes, yes I do." Then he asked, "Would you like to have the car?" I replied excitedly, "Sure, sure, yes, yes, I would!" All the while I thought he was just joking with me. Little did I know, my brother was trying to make room in his garage for a later model MGB (The 1980 MGB that we now call the "Red Rooster"). Two months later, and without my knowledge, my brother trailered this white, 1974-1/2 MGB from Detroit to Los Angeles. It was a Wednesday morning in October 2006, when my brother and my Dad surprised me with this wonderful car. Needless to say, I did not go to work that day. Instead, Elvin spent the time teaching me the "proper way" to drive an MGB; the "proper way" to wash the car; and the "proper way" to change the oil. His parting instructions were: Do not drive the car over the 3500 tachometer reading; shift in one stroke; and join the National and Local MGB clubs. I joined the clubs, but over the years I have learned to ignore the 3500 RPM rule!

Since then, I have driven my white MGB all over the United States. Attending eleven North America MGB Register Conventions and numerous other California car shows. This little car and I traveled via Interstate 70, 40, 15, 10, 5, 8 and California 101 and California 1. We have driven as far east as Dillard Georgia, as far south-east as Atlanta, Georgia; as far mid-west as Detroit, Michigan; as far north-east as Bellville, Ontario Canada; as far north mid-west as Calgary, Alberta Canada; and as far south-west as San Diego, California. All starting from Los Angeles.

MGB's are reliable and fun to drive. My little white B still embodies my Uncle Gus's spirit and my Brother Elvin's love of driving. This little MGB has given me a sense of adventure and made my living fuller.

Pictures from prior article *The White MGB*



Drive Your Triumph Day – February 10th, 2025



5 Tips to Spot a Classic Car Scam Online

[Kyle Smith](#)

CL northern MI > for sale > cars & trucks - by owner

reply

You Dream Car - \$1,500



This is a mock listing



1965 chevrolet corvair

fuel: gas

odometer: 36000

title status: clean

transmission: manual

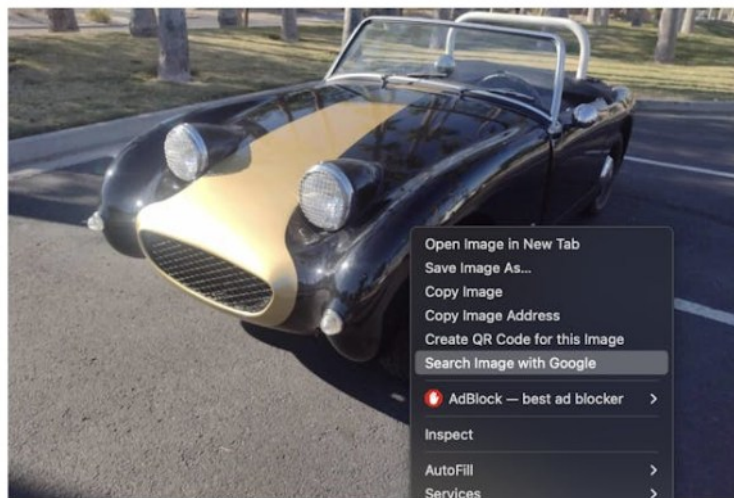
Kyle Smith

After years of poking around the corners of the internet, it finally appears: The perfect car. It has the right color, a flawless interior, the powertrain you want, and the price is just right. You contact the dealer, and they ask for a deposit to get the process started.

Whoa there. Before you drop by the Western Union to wire the cash, be wary: For every honest seller looking to pair a driver with their favorite car, there seem to be two looking to split a driver and their wallet. Luckily with a small amount of due diligence, you can find out if that dream car you found is actually just a dream.

We love finding good deals online, and YouTube channel [Pleasant Green](#) enjoys finding scammers. Host Ben Taylor recently posted a video tracking down a couple scammers who were trying to sell vintage cars. Included in the video are a few great tips for keeping your money safe. We break them down here.

Tip #1: Reverse Image Search



Kyle Smith

5 Tips to Spot a Classic Car Scam Online

Kyle Smith pg. 2



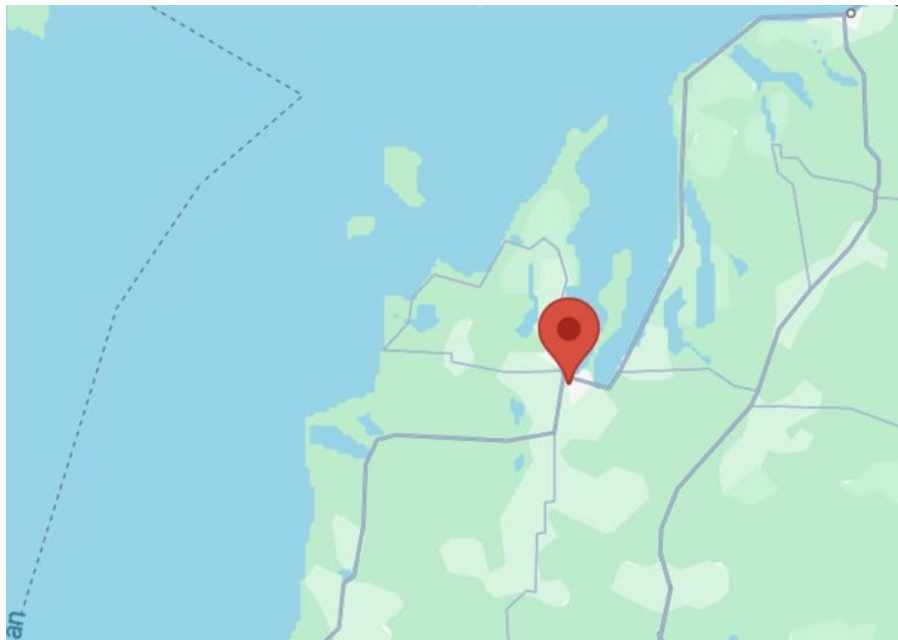
Pictures on the internet are incredibly easy to steal. That is what makes these scams so easy to set up—and easy to spot. By right-clicking on an image, you can trigger your browser’s “reverse image search” function, which scours the internet for similar pictures, often catching duplicate images or lightly edited photos in the process.

Scammers have been getting wise to this method, however, and are starting to do light photo editing in attempts to fool such search functions. The video above highlights an example where the license plates and backgrounds have been scrubbed of the original dealer’s information and logos and the scam business logos edited in. If you are still unsure ...

Tip #2: Request a Current Photo

A dealer with a car sitting in inventory should have no issue with taking a current photo including some artifact proving they have the car on site. Ask for the local paper to be in the photo, or simply a note with the day’s date and the seller’s name written on it. Taking digital photos and sending them via email are basically free, so you should face limited pushback to such a simple request.

Tip #3: Look up the Location



Any reputable dealer or seller will give you the address of their business. Type that into your favorite maps software and let the ever-present cameras of the world tell you what you can’t physically see from afar. Does the street view show something that looks like a car dealer? Do the backgrounds of the photos listed on the dealer’s website match the environment of that street address?

Discrepancies between the photos in a car listing and third-party images of the address are typically not the most telling flaws in an ad, but they can raise a red flag and give you cause to look at everything else more critically.

Tip #4: Pick Up the Phone

Call whatever phone number is listed on the website and have a chat. A good salesperson will not come off as pushy, and they be happy to answer any questions you have about the car. There was a time when accents or out-of-state phone numbers would be a red flag, but as a person with a Kansas phone number who lives in Michigan, I'll tell you that rule just doesn't hold up anymore. A good conversation will reveal information that may be hidden if you make assumptions based on an area code.

Tip #5: Put Eyes on the Car



[Brandon Gillogly](#)

I've bought a handful of cars or motorcycles from sellers who were states away. Whether I trusted them or not, one stipulation of the deal was that someone other than the seller would need to see the machine before I sent *any* funds. Project vehicles, of which I've bought many, are an exception: Since I expect them to be broken, I tend to skip an inspection that will simply tell me what I already know. If you aren't looking for a project vehicle, you'd be wise to go for an inspection if you value your time at anything above zero.

While traveling to see the car prior to purchase can seem inconvenient, it is the easiest way to prevent basic scams. If you are shopping outside of your own driving range or otherwise cannot venture to look at a car, put in a little effort to find someone who can and will. Reach out within a national club or group, and you often will find someone within range who is more than happy to have an excuse to go look at an example of a model they already like. I've performed such a service for people buying a car and it was actually really fun to be a part of the process, even though I didn't get paid for my time.

In short, buying vintage cars is risky in the even the best scenario. If a potential purchase seems too good to be true, treat it as such until all the information you gather points to the opposite. Being respectful while being skeptical will serve you well: Even if you think the person on the other end might be a scammer, there is no reason to be a jerk until you have the proof. Even then, it's best to report the ad or website and move on with your life, happy they didn't catch you.

Check out the [Hagerty Media homepage](#) so you don't miss a single story, or better yet, **bookmark it**. To get our best stories delivered right to your inbox, [subscribe to our newsletters](#).

You may also like

From the Hagerty website: <https://www.hagerty.com/media/buying-and-selling/5-tips-to-spot-a-classic-car-scam-online/>

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What Happened With The Wine Tasting Tours?

By Allen Merriam



Some of our members have asked why we aren't doing the annual wine tasting tours that we did for years. While I helped line up the routes and places we went for a few years I enjoyed getting out on backroads drives, getting the cars together for group photos, going new places, and meeting back at the hotel for a potluck and Julie time.

And then covid came along and we got the last tour in right before the covid shut downs started. Then coming out of the shut downs there was social distancing and wineries and hotels couldn't have groups come in.

During and following these restrictions the hotels and wineries raised their rates. Some of us recall when wine tasting was free, then \$5, then \$10 with keep the logo glass, then \$15. Now, many wineries are at \$25 or more. Some wineries have told me \$35 per person to bring in a group and pay in advance. The hotels have also become more difficult to deal with. The result is it isn't realistic to line up the tours like we used to do. I don't want to plan a tour where we tell couples that they have to spend \$70 for a few sips of wine.

There are still ways to get the cars out and go to wineries and other places. We don't have to go in early February like we used to, that was because the hotel would give us good group rates and hold rooms for our reservations at that time of the year. We don't have to go to Pismo Beach or Paso Robles, a couple of our members lined up a group tour based in Cambria in the last year or two, and that's a good example of what can be done. Our club members that have wine club memberships at wineries can often use those relationships to set up a group tasting.

Members that have a favorite winery, a club membership somewhere, or a place you would like to visit, take a look at setting up a group visit there. You do have to consider places with enough parking and the timing, that often we want to go at the busy times at the tasting rooms. But visits still can be lined up. I'm happy to help with driving directions, departure times and places, anything to help make a group outing work. Email me at alyn123@sbcglobal.net



Queens English

Save the Date! April 13, 2025 starting at 8:30 am



Queen's English all British Car Show debuted in 2008, after much encouragement from British car friends, and quickly became a favorite of the British car community. It is a unique show in that there is no formal judging and people are encouraged to bring their daily drivers and "works in progress." Many clubs now consider it an important event in their calendars. Born of a passion for automobiles, British, French, Italian and more, we are excited to pass the torch to Moss Motors to continue the fun and joy at Woodley Park.

Questions or Concerns? Send us an email and we will get back to you. events@mossmotors.com

Get your car registered! Tickets are \$30 plus fees, or \$40 day of (cash-only)

New Member, Welcome

Jennifer Hayes #165 The most members in our history!!
Newbury Park
2014 Mini Cooper S



This amazing show, held on the site of the Dixon fairgrounds, is a fantastic place to see and be seen with all forms of British cars and motorbikes! Not only do we offer the largest all British car show in Northern California, but in our swap meet you'll find all sorts of new and used parts to help you get your British car fix. So register your vehicle now to join the largest gathering of British motoring in Northern California!

***Participation is by pre-registration only.
There is no day-of registration.***

○ Food ○ Club Displays ○ Dash Plaques and Goodie Bags

For all the details, visit us at WWW.UBSCC.ORG



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 Wire 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!!



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**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.visitenaya.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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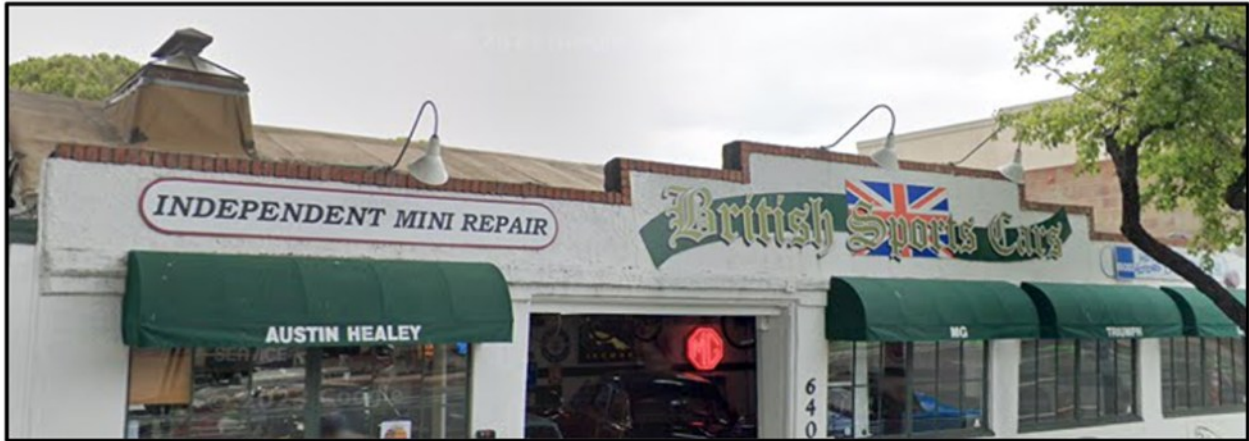
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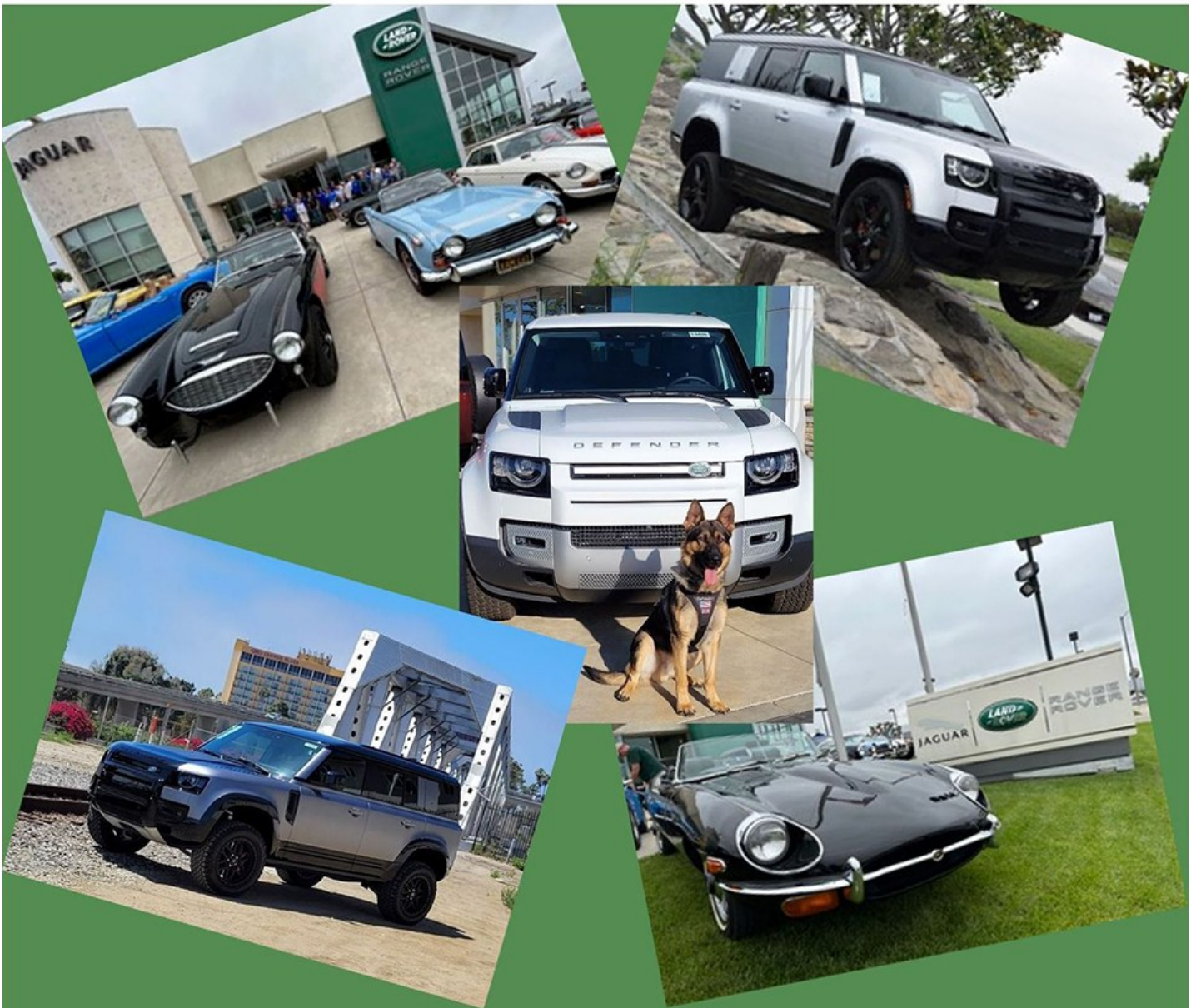




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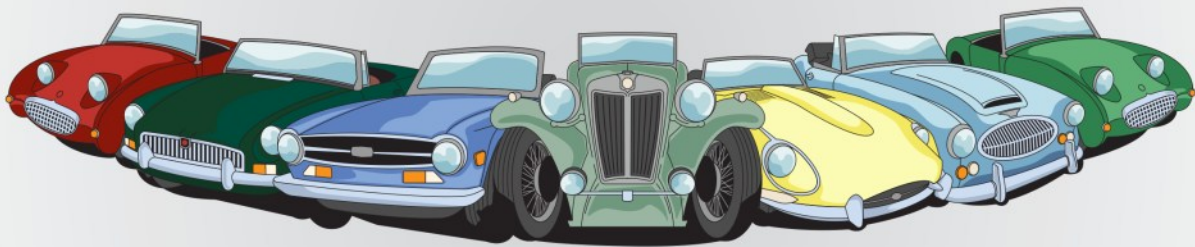
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CCBCC MEMBERS ONLY TECHNICAL SUPPORT



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 165 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 March 22, 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 March 9th, 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

Cars, Coffee, Garages



Our ninth garage tour will be hosted by Martin Leung on April 12th in Thousand Oaks. More details to come in next newsletter and at the meeting.



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/>

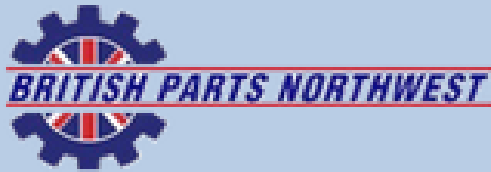
TCSC sign up link- <https://triumphtravelers.org/Activites/actperp/activityList.php>

Contact Carl Miller with any questions-

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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 have 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.

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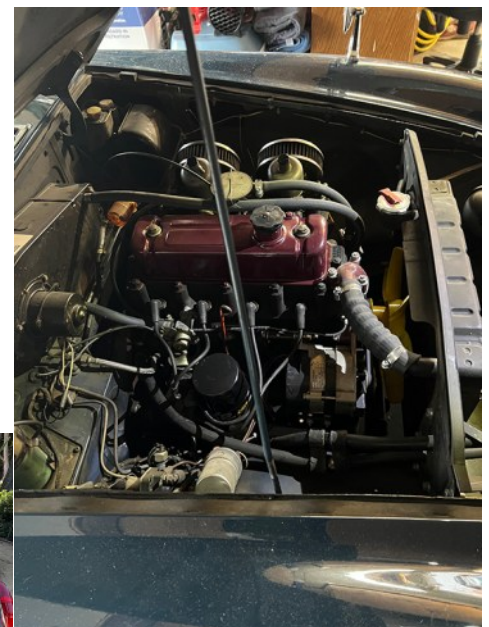
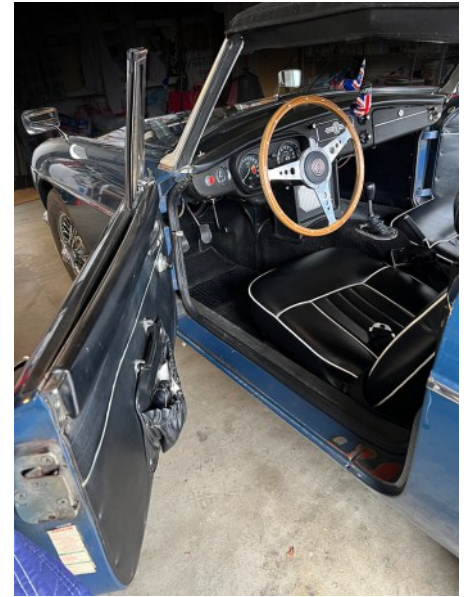
sportscarart.com

For Sale 1967 MGB



Brother-in-law bought in 1968. Due to his illness, we acquired it in 2009. Car has always been sheltered.

Runs great. Professionally maintained by a mechanic specializing in MGs. Service records available. Upgrades include 5 speed transmission, pointless distributor, reupholstered seats and flooring, stainless steel exhaust system, single 12- volt battery negative ground, alternator installed, cloth convertible cover and tonneau cover are in excellent condition, anti-theft fuel switch. More details available upon request. Asking \$19k. Please contact Sandy at 805-231-8084 or by email at: Sherman60@gmail.com



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.