

# THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 41 Number 4, April, 2025

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

## Jerry Lockwood's 1960 Austin Healey MK1 Sprite



Rolling up on our three year anniversary with BugZ who we found in Illinois. 1st year was suspension rebuild, electronic ignition and aluminum radiator for driving reliability. Second year was retractable seat belts and gear box/clutch adjustment- now super smooth. This third winter was a simple oil/filter change, leak checks and a major late 20th century upgrade to add a phone charging port! We will celebrate BugZ's 4th B-day during the Ozarks trip and Conclave in May!

# 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—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](mailto:dtreid@gmail.com)

**For Sale ads** are free to members. Non-members pay \$25. Ads run 3 months, unless otherwise indicated by the seller. Any commercial ad or to open a commercial account please contact Eric Baldwin, [thebaldwins@roadrunner.com](mailto:thebaldwins@roadrunner.com)

**Membership dues** are \$40 to join and \$30 to renew yearly. Make sure we have your e-mail for newsletter deliveries. If you need to have one snail mailed to you please let the editor know, [dtreid@gmail.com](mailto:dtreid@gmail.com) Extra \$15.00 for mailed newsletters, payable with your dues.

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

## Your CCBCC Board Members For 2025

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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



## CAR TALK



Ever notice when you ask a car person about their car, right after the year, make, and model, comes the engine statistics (displacement, horsepower, torque, cylinders, carburetors). That is because, as much as we love the style of our cars, we also love what motivates them.

Great Britain and the U.S. developed very different societal views on engine size and horsepower. Since G.B. taxed their vehicles on horsepower, and post-WWII fuel and metal were at a premium, it seemed prudent that smaller was better. In the U.S., horsepower was a matter of pride, gas was cheap, and it was a time of post-war excess. The bigger, the better! Regardless of country of origin, we always ask an owner of a classic car to show us, and tell us, about what is under the hood.

I have noticed that a British car owner will be quick to tell you who made the engine and if it has Stromberg or SU carburetors on the car and how many, no mention of horsepower or torque. Ask an owner of an American classic, and the first things they will espouse are horsepower and torque. If they say anything else, or avoid such pertinent information, you know they are hiding a straight six under the hood.

A British car owner will be proud to display even the tiniest of motors. An American car owner will expose nothing less than a small block Chevy 350, or a Mopar big block 383/440 or most importantly, a HEMI!

When an American boat from the 1950's or 1960's is in the same area of a little British car, the conversation always seems to devolve into how many little British cars will fit in the American land yacht's trunk. British owners ask; "How many gallons per mile?" and "Do you need the entire parking lot to turn that thing around?".

No matter what the country of origin, car people love to talk about any car and teasing one another is all a part of the conversational fun. No matter what the size of your engine or how many carburetors you have (not a metaphor), enjoy the ride.

Cheers,  
Ted



## 50 Years – Part 1

by Bob Prieve

*Editor's Note: This is a reprint of an article written by long-time club member Bob Prieve. It first appeared in June 2010 edition of The Clear Hooter. Bob's wife Pat keeps his membership active, and his son Michael is now the caretaker of Bob's TR3A. Michael has been to several club events recently so if you see him and/or Bob's black TR3A, ask him to tell you about it.*



*Bob Prieve and his Triumph TR3 (photo by Bill Rogers)*

It was 50 years ago, in March 1960, that I drove my badly rusting 1955 Chevrolet convertible into the parking lot of the "world's largest Ford dealer." It was the lot of Courtesy Motor Sales on the near west side of Chicago, Illinois. Courtesy Motors was also one of the largest Triumph dealers so it seemed like a good place to get a good deal on a new Triumph and dump my rusted out Chevy. After five winters in the Chicago area it was a beater. The bumpers were pitted beyond repair and the car body filled with rust. The city used a lot of salt on the roads in the winter. It was part of the auto industry's plan to sell more cars.

In March summer seemed just around the corner. It was time for a new car and I thought a sports car would be great. I considered an MGA, but decided it was underpowered. An Austin Healey proved too expensive. Decided to go with a Triumph TR3A, which had both good power and a reasonable price. I have lost the paperwork on the purchase so I'm not certain what I paid for the TR3, but I think it was about \$2,600 not considering my Chevy trade-in.

# 50 Years – Part 1

## by Bob Prieve



Up to 1960 I had always purchased used cars starting with a 1950 Plymouth, moving on to a 1952 MG TD (my first British car), followed by a 1953 Ford (last of the fathead V-8's). After a time, out from college to make some money I bought a one- year-old 1955 Chevy. It was a fun car and was the pace car for the Indy 500 race in 1955.



*The '55 Chevy traded-in on the '60 TR-3. That's Bob with his foot on the bumper*

It had the V8 engine with the power pack with dual exhaust and red and cream paint. Now that I had finished school and had a new job near downtown Chicago it was time to talk to the Triumph sales staff. I took a test drive and asked if they had an all black TR3. Yes, they did: black paint, black top/side curtains, and black interior. It took hours, but I drove home in that new 1960 all black TR3A. It was the start of a 50-year driving adventure!

From day one the TR squeaked and steered hard, but forty years later rack and pinion steering mod fixed that. At about 700 miles I dropped the car off at a close to home garage and caught the train to work. I wanted it checked out before I took it back to the dealer for its 1,000-mile service. The guys at the Homewood Garage spent three hours going over the car. The compression checked out at 165 lbs. The car was pretty tight. Nothing really loose. The check-up cost \$18.00 for three hours labor.

On April 25, 1960 I took the TR3 to the Triumph dealer for the 1,000-mile service. They changed the oil in the engine, trans and diff, and tried to correct the hard steering. But, of course, the steering was normal. Oil cost \$0.60 a quart, but the oil filter was sort of expensive at \$2.75. The total bill from the dealer was a reasonable \$11.95.

# 50 Years – Part 1

## by Bob Prieve



In 1958 a friend and I had taken a trip to Southern California and liked what we saw. The fact that it did not snow in the winter really sounded good. So, in October 1960, I quit my job, left my girlfriend Patricia, and drove my almost new TR3 west to California. No salt on the road for my TR3! I really didn't know how long I was going to be gone. What to take? TR3's don't have a lot of room for stuff. I packed a small toolbox, sleeping bag, suitcase and a tow cable. The tow cable was a last minute item, just in case. Guess what? It got used on the drive to California. I traveled with a friend who was driving his 50's Renault. His car broke down east of Flagstaff. I don't remember what the Renault's problem was. It just stopped running. I hooked up the tow cable and towed him about 100 miles in the dark. My TR3 towed without any problem. It took two days in Flagstaff to get it fixed. That was the only problem we had. A few weeks later I was employed at Lockheed Aircraft and for once looking forward to winter.



*On the road to the west coast: Somewhere in Oklahoma along Route 66, Oct. 1960*

The next year, in August 1961, I made my first airplane trip back to Chicago for a wedding. Patricia and I were married there and flew the next day to Southern California. Our honeymoon was a drive in the TR3 up the coast to Carmel.

After a wonderful wedding in Chicago and honeymoon in Carmel, California, it was back to work. How are two people going to get to work with only one car? Pat found a teaching position in nearby Sherman Oaks at a private school. I was working at Lockheed at the Van Nuys Airport. As luck would have it, another teacher at Pat's school drove right by our apartment building on her way to the school each day. So, one Triumph TR3 was working out okay so far.

# 50 Years – Part 1

## by Bob Prieve



*Dec. 1961 in Palm Springs, CA. The hotel has since been torn down, replaced by shops.*

Later in 1962, it was apparent that the family was to grow with son number one, Michael, due January 1963. How is this going to work? Pat and I still remember bringing the baby home from St. Joseph's hospital in Burbank. The nurse brought Pat and the baby to the curb in front of the hospital in a wheelchair where I was waiting in the car. When the nurse saw the TR she said something to the effect, "You're not going home in that!" Well, we did. Those were the days before seat belts, air bags, and car seats for kids. I did have seat belts for the two front seats, but that was it.

In March of 1963 I changed jobs and started working for Northrop Corporation at a small division located in Newbury Park, near Thousand Oaks. Our main product was unmanned aircraft. It was the early days of remotely piloted aircraft. Also, as a spin-o from designing and manufacturing parachutes for the recovery of the unmanned aircraft, this Northrop Division designed and made all of the recovery parachutes for the early space programs including Mercury, Gemini, and Apollo programs with a 100% success rate.

By the Fall of 1963 it was clear that a TR3 was not a real family car. By this time we had moved to a small house in Thousand Oaks. By chance one day while driving past the American Motors dealer's used car lot, I spotted a 1957 Chevy Nomad Wagon. I pulled -to the curb and went back to check it out. That was the start of a nine-year relationship with a classic station wagon. Even though the Nomad was six years old, it looked pretty good. It had a recent paint job and no rust. This was California. The Nomad had basically the same engine as my 1955 Chevy had had, V-8 with the power pack and dual exhaust. But the Nomad had an automatic transmission while my 1955 Chevy had a three-speed stick. The automatic was a good thing since Pat was now driving.

# 50 Years – Part 1

## by Bob Prieve

Nine years went by and it was time to get a larger wagon. The family now included two more children: Kathy and John. Child number four, Daniel, was on the way. I sold the Nomad to a young man in the neighborhood for \$100.00 than I had paid for it in 1963. Of course, the Nomad had had its fair share of repair expenses but no major breakdowns.

Today you can see Nomads at car shows looking better than new and worth big bucks. Maybe I should have kept the Nomad and sold the TR3, but then I would have missed all the fun of the Triumph Clubs events, drives and fellow drivers.

I recall helping Steve and Janet Hedke on one of their “Great Race” events. We started out in Atlanta, Georgia and finished in Pasadena, California. Steve was the driver of his TR3 (Scrappy), Janet was navigator, and I drove Steve’s pick-up truck with the trailer. We would stop each evening at the downtown area of different towns along the route. A main street would be blocked off for several hours so all the “Great Race” cars could be displayed. I stood next to Scrappy and attempted to answer any questions people might have about the car. I could not believe how many individuals I spoke with on those summer nights who said they used to have a TR3. Many said they sold the car because the family was growing and they needed a larger vehicle. Sometimes I would mention that I had bought a previously owned station wagon for family use, but kept my Triumph. I had been driving my TR3 almost everyday to work. Occasionally I would take the Nomad.

*Editor’s note: Scrappy is now owned by club member Rebecca Mills. Look for her green with Yellow TR3 at club events.*

By September 1981 the TR had about 120,000 miles (the speedo was disconnected for about a year) and no major work had been done on the engine except for a couple of valve jobs. It was time for major engine work. Jim of British Motor Cars in Thousand Oaks was at that time wrenching at the near-by Westlake Exxon Gas Station and he was looking for a project. I remember he had trouble removing the cylinder sleeves, but he got the job done. The total bill was \$2,159.24, almost what I paid for the TR3 twenty-one years earlier.

The next installment to this story will be about the major work that took place at XK’s Unlimited in San Luis Obispo, CA starting in December 1998 and continuing through March 2000. Yes, it took more than a year, but just about everything got cleaned up or replaced including some major modifications and a five speed transmission from New Zealand.

# Cars Coffee & Garages



Martin Leung's Home April 12th  
2297 Valleyfield Avenue, T.O.,  
91360. Gate code:#1988

Optional Drive 8:30am

- Meet at the Camarillo Public Library at 4101 Las Posas Rd. 8:35am
- Depart at 8:50am for a scenic drive to Martins Home.

Please RSVP to [Chrishayes2710@icloud.com](mailto:Chrishayes2710@icloud.com)

# Classifieds



I am considering selling my white 1967 Morris Minor Tourer, safely stored in my garage here in Ventura. I am also considering becoming a member of your club! I started the Norwegian Morris Minor Club in 1978 and have owned many Minors.

Only 462 Tourers were produced the next to last year they were made. This car is in very good condition. I am the second owner, and it has been in my garage for almost 25 years – only driven occasionally a few times a year to keep it in good running condition. It runs like new, and it has only appr. 46 000 miles on the odometer. It has never even seen rain as far as I know.

Please [let](mailto:olafengvig@earthlink.net) me know if this is of interest. Olaf Engvig [monaengvig@earthlink.net](mailto:monaengvig@earthlink.net) (818) 266 5170  
[olafengvig@earthlink.net](mailto:olafengvig@earthlink.net)



BRITISH MOTOR INDUSTRY HERITAGE TRUST	
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<small>BRITISH certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.                      This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.</small>	
Certificate Number: <b>HT20051443</b>	
1. Make and Model	<b>MORRIS MINOR 1000 (1096 CC) TOURER</b>
2. Chassis number	<b>M-ATS-DR-1164394</b>
3. Engine Number	<b>18ME-4-B4494</b>
4. Body Number	<b>471008</b>
5. Specification	<b>LHD, North American Export, De-Luxe</b>
6. Colour	(1) exterior <b>Old English White</b> (2) trim <b>Cherish Red</b> (3) hood (top) <b>Not applicable</b>
7. Date of build	<b>14-18 October 1966</b>
8. Date of despatch	<b>22 February 1967</b>
9. Destination (dealer)	<b>U.S.A.</b>
10. Other numbers (where recorded)	<b>Garbars: 4916, Bear Aids: 177318, Key Numbers: ES-932, FS-959</b>
11. Details of Factory Fitted Equipment	<b>Roofed heater</b>
12. Other Information	
13. Issued to	<b>MR. OLAF T. ENGVIG</b>
14. Date of issue	<b>18 April 2002</b>
15. Signature of Authoriser	<i>[Signature]</i>



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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](mailto:alyn123@sbcglobal.net)



# **Queens English**

**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](mailto:events@mossmotors.com)

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

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**Save The Date—CCBCC Car Show—Sept. 21, 2025**



Mark your calendars for our 34th Annual CCBCC all British Car show. More info as it becomes available.



***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](http://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](http://www.santasusannadepot.org)

**Neptunes Net** serves breakfast and lunch. Contact info: (310)456-3095, [www.neptunesnet.com](http://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](mailto: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](mailto: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.



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9:00am Sunday Car Show  
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\$40 Day of Show**

**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](mailto: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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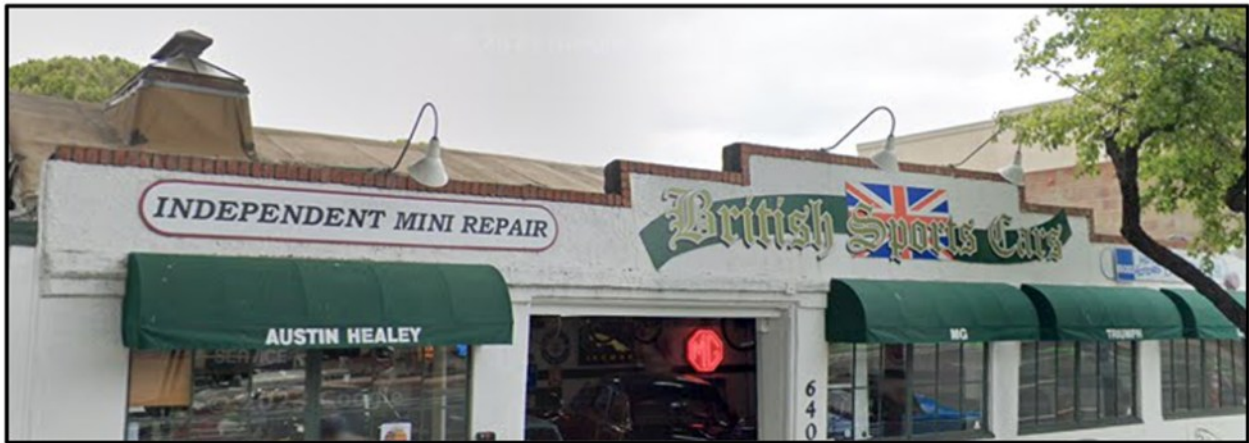
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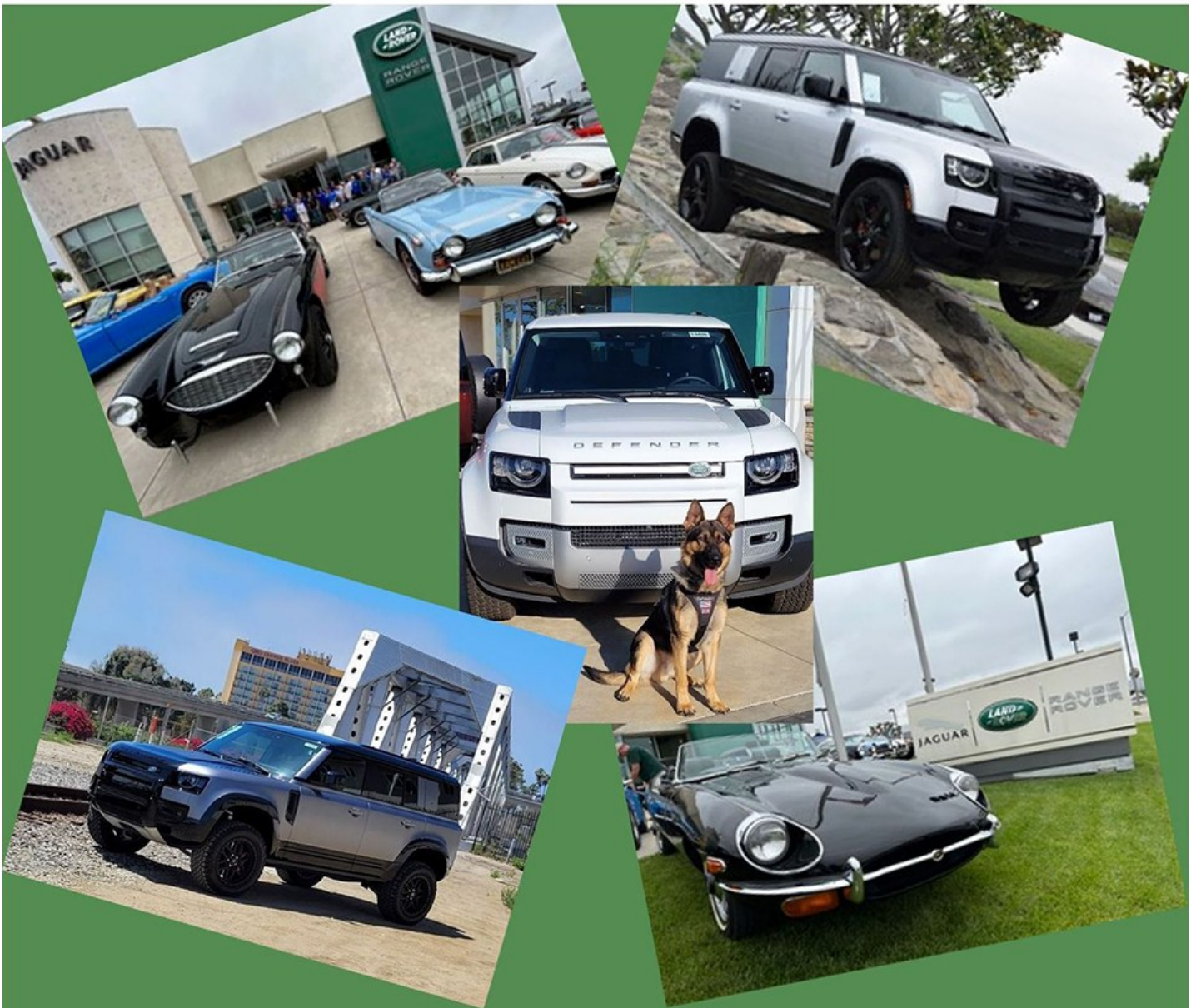




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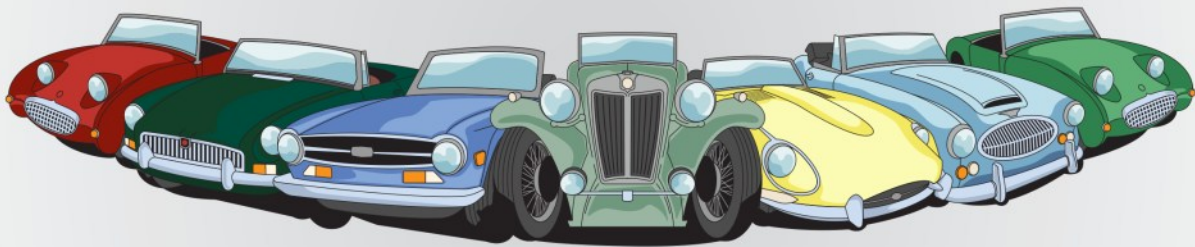
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## **CCBCC MEMBERS ONLY TECHNICAL SUPPORT**



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](mailto:katwrench@aol.com)

### **Kelvin Dodd**

Tech support for Moss Motors  
MGA-MGC, all makes, electrical issues  
[KelvinD@roadrunner.com](mailto:KelvinD@roadrunner.com)

### **Joel Justin**

Lifetime Triumph devotee  
Triumph TR2, TR3, TR4, TR6, GT-6 General information  
[J\\_bar\\_J@hotmail.com](mailto:J_bar_J@hotmail.com)

### **Gerald Davies**

Owner  
TR6, TR7 & TR8 General information  
[d90man@aol.com](mailto:d90man@aol.com)

### **Paul Wittrock**

Previous owner  
TR3A General information  
[wittrock.paul@aol.com](mailto:wittrock.paul@aol.com)

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## ***New Monthly Articles, Need Submissions***



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

Please submit article and picture(s) to [dtreid@gmail.com](mailto:dtreid@gmail.com)

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

All 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 April 26, 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 April 13th, 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

## ***Camarillo Old Town Fri. Night Cruise, April 25th 4-7pm***



The Camarillo Old Town Friday Night Cruise! Starting the 4th Friday of March (3/28/2025) and continuing on through the 4th Friday in October (10/24/2025), join us on Ventura Boulevard with your classic or collector car between 4pm-7pm. Stop-off for some local takeout or this year you can dine in our on the patios of our beloved Old Town Restaurants!



## A Message to all Triumph Club of So Cal members and fellow Triumph car enthusiasts regarding Triumphest 2025

This year's **Triumphest 2025** is being held in beautiful Buellton, CA from Sunday October 5<sup>th</sup> thru Wednesday October 8<sup>th</sup>, and will be based at the Santa Ynez Valley Marriott.

The **Triumphest 2025 WebPage** is now up and running and provides a variety of info and resources pertaining to our event.

For those of you making plans to attend **Triumphest**, this webpage provides links and tools to help you do the following:

- Register as an attendee and pay all required and optional fees (either on-line or via US mail)
- Reserve your hotel room through the **Marriott Reservation System** using a special discounted rate
- Purchase **Triumphest 2025** apparel thru our designated vendor, **So Cal Promotions**
- Help you to custom plan your **Triumphest** experience with a variety of available information
- 

The **Triumphest 2025 WebPage** is located through a link at the top of the Triumph Club of Southern California (TCSC) Website.

Here's the link to the TCSC website- <https://www.triumphclubsocal.com/>

**Note regarding Event Registration:** There are two methods available to register and pay for this event; either on-line or US Mail.

- On-line: a form is provided on the web page to be filled out and submitted electronically. Just fill out and push "submit" button. A confirmation notice will be generated and sent to the registrant's e-mail address. On-line Payment can be made through **Zelle** using either their app or through your bank.
- USPS: A printable registration form is also available to be filled out and submitted through the US Mail.

Payment can be made via check or

money order (to: Triumph Club So Cal/Triumphest 2025) sent with the completed form.

Mailing address: Triumphest 2025

Attn: Rob Levine, 3813 Sunset Lane, Hollywood Beach, CA, 93035

**Note regarding room reservations:** Guest rooms have been allocated by the Marriott for our event from Sunday through Wednesday nights with a rate of \$169.00\* per night. A very limited number of rooms have been made available at this rate on Saturday prior to the event. Due to an anticipated high demand for these rooms on Saturday, they may sell out quickly. Check with the hotel for availability and plan your stay accordingly.

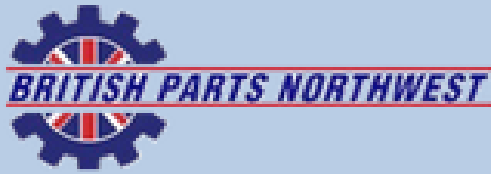
\* Advertised room rate subject to applicable state and local taxes in effect at time of check-out.

For questions, call or text Jim Krumwiede, Event Chairman @ cell# 909-921-8148, or send E-mail to [krumwiedejim@gmail.com](mailto:krumwiedejim@gmail.com).

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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](mailto: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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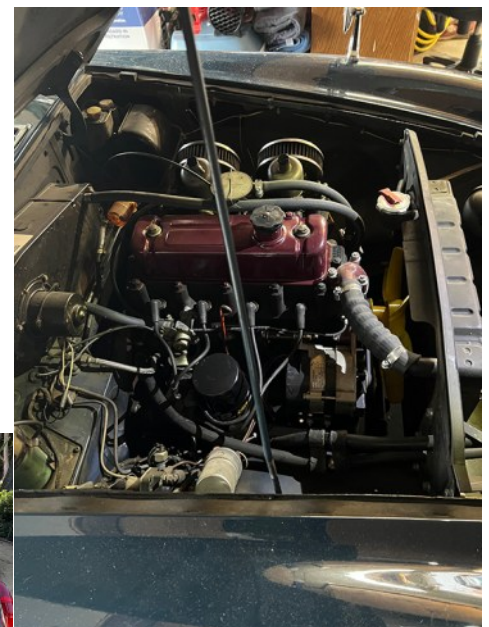
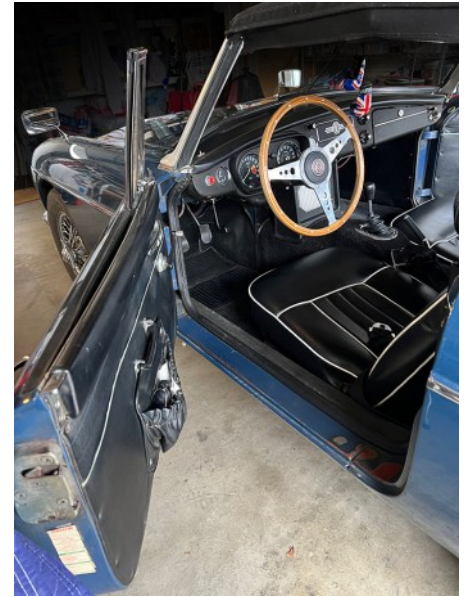
# For Sale 1967 MGB



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](mailto:Sherman60@gmail.com)



## MG – TD – TF Parts for Sale

Unused new rear leaf springs

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

Bob Ives Cell: 805-990-5302

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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 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](mailto:pjqUILter1@hotmail.com) or 805 750-3068 to order. Provide your name, size and item.

In addition to our silk-screened regalia above, we are now offering for members, high quality club regalia. Lisa Rizzo at Ventura Custom Embroidery has our logo on file and can make almost any kind of regalia desired.

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