

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 41 Number 12, December 2025

WWW.CENTRALCOASTBRITISHCARCLUB.COM

“Iris”, 1973 TR 6, Jon and Claudia Korbin’s, story 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—No regular Dec. meeting

Dec. 7th—Christmas luncheon—Four Points Sheraton, Ventura. See announcement and sign up form in the newsletter.

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 \$45 to join and \$35 to renew yearly. Make sure we have your e-mail for newsletter deliveries. If you need to have one snail mailed to you please let the editor know, dtreid@gmail.com Extra \$15.00 for mailed newsletters, payable with your dues.

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

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THE CLEAR HOOTER! Is the newsletter of the Central Coast British Car Club, formerly The Central Coast Triumphs, founded in 1984 by Ms Lee Blumquist 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



2025-Another Epic Year to be a CCBCC member

Blimey, another year for the club has flown by. It has been an active one with many events, general meetings, and of course, another fantastic car show.

Events kicked off in January with a British car invasion of the Vons parking lot in Camarillo coordinated by Eric Baldwin. We were supporting one of our car show sponsors by having a car show in their parking lot for their grand opening. January was also the start of the year's monthly Cars and Coffee at Crossroads Church parking lot, sponsored by member Brad Cardwell.

February had our first Time-Speed-Distance run, putting members' skills to the test and annoying traffic by driving the speed limit. Thank you, Gerald Davies and Michael Carlson, for organizing this fun and unique event.

In April, Martin Leung helped us kick off this year's popular Cars, Coffee and Garages by opening up his garage to the club, allowing members to give him project advice (sorry Martin). Also in April, many members of the club assisted Moss Motors' running of the annual Queen's English car show where Jay Leno stopped by our booth to say hello.

June saw another Piru dinner club drive and Roman feast led by Leslie and Steve Adler. This event was followed by Larry Thomas hosting the next Cars, Coffee & Garages at his amazing man cave and studio, housing numerous cars and music paraphernalia. Sorry for all of the drool spots Larry.

July gave us another Poker Run, visiting our car show sponsors and finishing the winning hand at Cantara Cellars where you could drink away your losses (organized by Eric Baldwin). August had the club returning to another Vons, but this time for a grand re-opening in Ojai (Thank you again Eric). Do you think Vons wants us to shop there? Erik Moore organized a Dyno Day at Bottle Blown Racing that helped squeeze a few more sleeping ponies out of members' cars.

As has become customary, September marked our annual car show, with 140 cars on the show field, a beautiful day, and lots of spectators. The show has become a must see and be seen event, so don't miss it next year! Thank you again to all of our member volunteers.

In October we had the treat of being invited to a non-member car collector's stash. Dwayne Bower's massive car collection/museum in Ojai was very impressive. We showed up in large numbers and with so much enthusiasm that he invited us back to see the rest of his collection on his ranch. Great work Eric and Chris Hayes for making this happen.

Nov. 1st marked the annual Teddy Bear run coordinated by Jack Waschbusch and Terry Schuller, with lunch at the Junkyard Café. December will be noted by our annual Holiday party. We hope to see you there!

A busy year indeed and many thanks to all the members who lead events, volunteered their time and energy at events and the car show, joined us to make our general meetings a place to be, and to all the Board members that guided the club through 2025. Be sure to thank a board member, they do a lot for you!

We hope you had so much fun in 2025 that you will once again join us in 2026 by renewing your membership.

Thank you to all and I wish you a safe and happy holiday season.
Ted





The plan was to leave Ventura and head up the 395 to Bishop. The weather did not cooperate. Thunder showers and the threat of flash floods were forecast as well as road construction from Lone Pine to Bishop.

So, a last-minute change took us to the Sacramento area, warm and sunny was better than showers and the possibility of flash floods.

The next morning, we headed to Fallon NV. to have lunch with Claudia's brother and then headed across the northern desert of Nevada to Winnemucca.

We drove across northern Nevada, passing through the great salt flats and into Layton Utah for our next stop. Depending on your thoughts on driving conditions it was a lovely but desolate drive.

A beautiful sunrise greeted us as we packed Iris for the drive to Cheyenne Wyoming, a long day through some magnificent scenery, and long stretches of straight highway.

Our destination for then next day was North Platte Nebraska, but only being 4 or so hours. we decided to take some side roads and visit the Scotts Bluff National Monument.

As it turned out they were having a marathon, and a few roads were closed, though we did have a beautiful drive through the foothills of eastern Nebraska.

From North Platte we headed into Kansas, stopping first at Pioneer Village in Minden Nebraska, where for a small fee, we were able to see old American cars, farm equipment, old housewares, a broom maker, and collectables.

Then came the town of Lucas Kansas where we went to see 'Bowl Plaza' and the Garden of Eden. Bowl Plaza was supposed to be a restroom in the shape of a gigantic toilet. The Garden of Eden was a historic outdoor sculpture garden created by a civil war veteran featuring concrete and limestone sculptures with biblical and patriotic themes. Lucas has a population of 337 people. From there we drove to Junction City Kansas through the heartland of Kansas, mostly alone and on great roads.

Jefferson City was our next stop, but even though it is the capital of Missouri, it was just an overnighter for us. Next day we drove a series of different highways to get to Owensboro Kentucky, we had planned to visit a distillery there but they had changed to their winter hours and were closed while we were there. After having dinner and in for the night we got a message from Rick Lockman who informed us he was also in Owensboro, we met up the next morning and headed to Fontana Dam for the Trials. Along the way, we stopped at the Fork in the Road and The Cutting Edge (a knife) in the road.

Getting to drive the Tail of the Dragon was an experience, the motorcycle drivers were nuts, we tried to follow the speed limits on this incredibly twisty road. Neither of us got car sick!

We arrived a day early to settle in and have time for a drive the next day, and we drove Cherohala Skyway and it was beautiful, lush forests and more really curvy roads.

The Resort at Fontan Dam was very nice, just a lot of up and down hills to attend some of the gatherings. Everyone was happy and enjoyed all the festivities the whole weekend. Claudia and I did some driving early Thursday before the whole group arrived. As I said the roads were glorious, green and lush! As the group arrived Thursday afternoon, we said hi to old friends and introduced ourselves to those we didn't know. We all enjoyed a great welcome party that evening.

The car show was held Saturday morning in a small field in the middle of the resort.

2025 6 Pack Trials Fontana Dam North Carolina by Jon Korbin cont.

The cars were fantastic, a whole gaggle of 1969 TR6's, a small number of TR5's and a nice number of TR250's. Then there were the TR6's, almost 100 TRs in total. We even saw a beautiful right-hand drive early TR6, that won Best of Show.

We came, we looked, we voted, and many went on drives and some just hung out getting acquainted, napping, and getting ready for the banquet.

Awards were given, dinner was consumed and conversation ruled the event.

To toot Iris's horn, we got the longest distance award..... In my opinion the best award.

Sunday morning Claudia and I headed out for the trip home, starting with another trip up the Tail of the Dragon and then on to Bardstown Kentucky, where we arrived just in time to get to Chicken Cock distillery for a taste and purchase (you'd think we like bourbon).

After breakfast we headed to Makers Mark distillery to see a display of Chihuly glass. It was spectacular! Except that it was pouring rain but we persevered and saw the wonderful displays all over the grounds indoors and out.

Then off to Paducah Kentucky, a little rain and wind but acceptable, and home of the largest quilting needle, the National Quilt Museum and a river front wall covered in murals of historical significance, a wonderful visitors center, and an Indian sculpture called Wacinton.

After a day of rain in Paducah, the next morning we stayed in a little and then headed to Springfield Missouri. The road we took crossed both the Ohio River and the Mississippi River in short order crossing two great bridges. It was highway 60 and it was light of traffic and unusually fast and smooth. We'll have to remember to drive this way again.

The distillery we wanted to visit in Springfield was closed, but we did see the largest fork in a business district not far from our hotel. After a restful day and a hotel change, we headed to Galena Kansas and a shop called Gearhead Curios on Route 66. Where we had a number of photo opportunities and met some fellow travelers from Germany.

Then down the 66 and the 44 and the 51 we ended up at POP's restaurant, gas station and tourist's magnet. It was a good drive, semi nice roads and a good stop for pictures.

From there to Chickasha Oklahoma. Next morning we headed out about 8 am and visited the Christmas Story Leg Lamp (a major award). Then off to Greensburg Kansas for the night. When we arrived, we took a walk to see the main attraction of the small town, the Big Well, the deepest hand dug well! It was pretty cool.

The town of Greensburg Kansas was almost destroyed by a F5 Tornado in 2007, they are now home to the most LEED buildings (leadership in energy and environmental design), all their power is provided by wind energy, and first city in the US to use all LED street lights!

They built a museum above the Well, concentrating on the Tornado and the city's rebuilding as well as the building of the Big Well.

Pretty cool!

From Greensburg Kansas to Liberal Kansas to see Dorothy's house and including a gigantic ruby slipper as a kids slide in the park next door. Then on to Amarillo Texas for the night, eating at Taco Joe's

Next came Grants New Mexico, Kingman Arizona and final home to Ventura California.

6470 Total miles, and 330 gallons of gasoline. Jon and Claudia Korbin, and Iris, our champ, 1973 TR6.

Pictures from Jon & Claudia' trip



Crossing Ohio River on the way to Springfield Missouri



Pictures from Jon & Claudia' trip



Gas station and Bobs big boy in Galena Kansas



Chihuly glass at Maker's Mark distillery



Gigantic coke bottle along 66 near Arcadia Oklahoma



Demystifying Relays by Ted Carlsen



To non-car people, a relay is an event in which athletes pass a baton to one another to complete a race in pursuit of a trophy. To the classic car world, a relay is a mysterious little cube with wires protruding out of it, hidden in inaccessible locations between our dash switches and accessories in pursuit of a function.

Relays seem to be in control of many electrical gremlins that plague our beloved beauties. Some cars have just a few of these silent cubes. The Jensen factory that built my Interceptor must have had a buy-one, get-one free sale going on as they seem to control every aspect of the car's operations. Probably has something to do with the 10 plus switches on my dash and console, but I digress.

In short, relays are less of a mystery than they appear. They are simply a remote switch, turned on by current. Low current goes in one side to energize an electromagnet, the magnet pulls on a metal lever until it touches a contact, closing a high current circuit, allowing your accessory to turn on. Easy peasy, yes?

Why do they exist?

So why have a relay when you can flip a switch on the dash to provide power to something? The main reason is current: It separates the operator from the high current switch via a low current switch. Accessories under the bonnet (hood) such as A/C, radiator fans, heater blowers, lights, fuel pump and even stereo amplifiers require high current. Switches in your dash or console are low current.

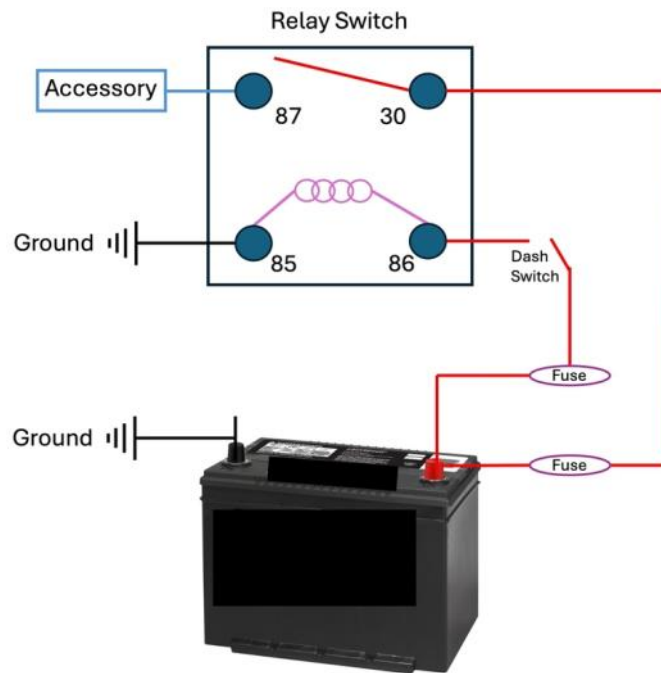
High current usage requires low gauge wire which is thicker, more expensive, has lower resistance and is ideal for high-power applications. Low current dash switches use high gauge wire which is thinner, cheaper and has a higher resistance. This thinner wire would overheat in high current applications. Accessories often draw tens of amps of current; they need lower gauge wiring from the battery to power them. Since accessories are turned on and off on demand, an in-line, high current switch is required between the battery power supply and the accessory. Rather than route all this to the dash or console and back, a low current switch is wired with high gauge wire, usually getting power from the ignition switch. Flip your low current dash switch, trigger the electromagnet in the relay, and send high current directly from the battery to your accessory.

Relay terminal mysteries

Ever wonder why these numbers are on a relay (86, 85, 30, 87)? These numbers originated from Deutsches Institut Für Normung (DIN) or German Institute for Standards. This number system allows engineers and technicians to immediately understand a relay's function without needing to find a wiring diagram.

Relay terminal connections

The terminals labeled 85 and 86 are the low current terminals which mean they control the electromagnet. Power from a dash switch connects to the 86 terminal and a grounding wire connects to terminal 85, flip the switch and the electromagnet is activated. Terminals 87 and 30 are the high current side of a relay and power the accessory. A low gauge wire from a battery source is connected to Terminal 30, a low gauge wire from terminal 87 goes to the accessory. When the electromagnet is activated from the cockpit, it brings terminal 30 in contact with terminal 87 and the accessory is activated. Now you know why there is different gauge wiring attached to the relay.



The 87 terminal is referred to as “N.O.” or normally open. This simply means it is an open circuit until the electromagnet is activated putting 30 in contact with 87, closing the circuit. This is also called a Single-Pole Single-Throw (SPST) relay.

Do I have a faulty relay?

How do I know if my malfunction is due to the relay? Pretty simply really, assuming you can find its location, and you know for sure it is the relay between you and your malfunctioning accessory. Since terminals 30 and 87 are a switch, you can bypass this. Disconnect your battery, put a jumper wire connecting the terminals 30 to 87, reconnect your battery. If your accessory runs, it is the relay that is malfunctioning.

Other culprits:

- Check the fuse between the battery and the dash switch
- Check the fuse between the battery and the relay.
- Check your ground connection to terminal 85.
- Check your power source between each.
- Check wire continuity between each.
- If all this checks out, your accessory may be at fault.

What is terminal 87a?

There is another common relay found out there that has a fifth terminal labeled 87a. This is called a Single-Pole, Double-Throw (SPDT) or “changeover” relay. These are used to control two devices. Usually used to make sure two devices are not on at the same time such as a heater fan vs. an a/c fan or low beams and high beams. Where 87 is a normally open circuit, 87a is normally closed. This means that power is supplied to 87a when the electromagnet is not energized. Flipping your dash switch and energizing the electromagnet opens (disconnects) 87a and closes (connects) 87.

You are now relay savvy. Happy gremlin hunting!

Ted Carlsen

For May 2026



CALIFORNIA HEALEY WEEK 2026

May 5-9, 2026

Island Palms Resort, Shelter Island

San Diego, CA

Join us for our next great Healey Week in tropical San Diego. All your favorite activities including a car show at Spanish Landing Park (on the grass with views of the San Diego skyline and shade).

Registration is Now Open!

More info and to register go to:

www.austin-healey.org

An Invite from The Triumph Club of So. Calif.

The Triumph Club of Southern California has invited our members to join them in their annual Cambria Blowout Rallye. While they are a Triumph Club, they welcome all British marques for this event. See the flyer for additional information on booking the hotel. You should also let Rob Bowen (bowen6951@yahoo.com) know if you're going so he can add you to the email list for attendees and keep you up to date on outing plans.

2026

Cambria Blowout Rallye

North/South Meet up

Reservations can now be made for the June 5, 6 & 7 2026 at the Bluebird Inn in Cambria, California. They are holding the rates to the same as this year, so book early.

All reservations must be made through Kylee:

Reservations for the event will be made by the individual attendee directly by calling Kylee at the Bluebird Inn at 1-805-927-4634 or emailing kylee.thebluebirdinn@gmail.com.

Attendees should identify themselves as Triumph Club Members.

ROOM CANCELLATION CUT OFF DATE: Group attendees will be able to cancel their reservations up to **5/29/26** ("CXL Cut-Off Date"). At the CXL Cut-Off Date, Hotel will charge the individual for **the entirety of the room reservation** plus all applicable tax on the guarantee credit card. *"No-Shows" will be charged the entirety of the room reservation plus all applicable tax.*

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 month 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

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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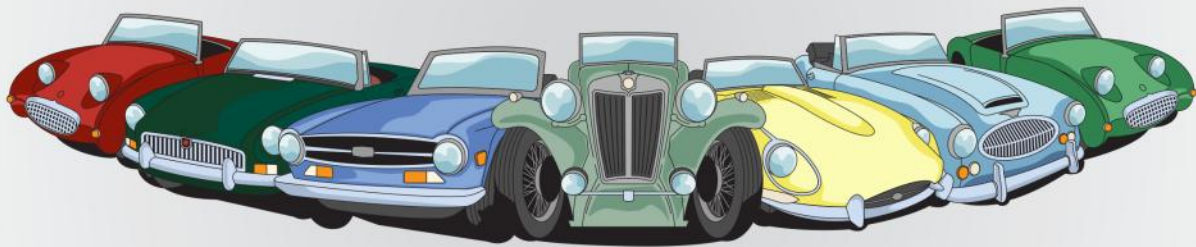
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Cars and Coffee at Crossroads Church, next one Dec. 27th, 8-10 am



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 Dec. 14th, 8-11 am

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

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!

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

***WELCOME NEW MEMBERS, Hope to see
you at a meeting soon***



Terry Stewart #164
Camarillo
1972 Lotus Europa

Thank you to our Car Show Supporters for 2025

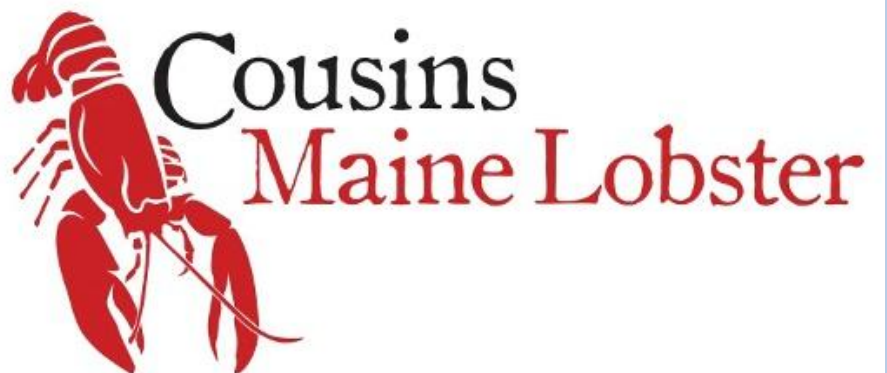
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How about an article for the newsletter??? I know you have something to say about your car, a trip with your car, an outing, a technical article. I am sure you must have a picture of your drive that you would like to see on the cover of the newsletter.

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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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.