

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 26 Number 2 FEBRUARY 2010

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Photo by Patrick Redd

MINI Roadster concepts at the LA Auto Show

Vintage Triumph Register



Charter Member since 1984

GENERAL MEETINGS

Are held at 7:00 pm on the 1st Tuesday of each month unless it falls on a holiday at:

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2009 GENERAL MEETING DATES

JAN. 6., FEB. 3. MAR 3 APRIL 7 MAY 5 JUNE 2

JULY 7 AUG. 4. SEPT. 1 OCT. 6 NOV. 3

Board meetings take place according to the needs of the club, usually before or after the club's General Membership Meetings, but as often as is deemed necessary at the discretion of the Club President.

NEWSLETTER

THE CLEAR HOOTER is your Club Newsletter and it is published monthly, 12 times a year. The deadline for submission of any (CAMERA READY or digital) ads, stories, reports and information that you'd like to see in the next CLEAR HOOTER is the first Friday of each month. Items may be sent to:

The CLEAR HOOTER

P.O. Box 503

Ventura, CA. 93002

Email the editor at : juniorredds@dslextreme.com

FOR SALE

Use THE CLEAR HOOTER Classifieds. No charge to members. Non-members pay \$25, Ads run will run for 3 months, unless otherwise indicated by the person placing the ad. Anyone who wants to place a commercial ad or open a commercial account may do so by calling: Allen Merriam (805) 643-6657 email: alyn123@sbcglobal.net Rates depend on size and other mitigating factors

MEMBERSHIP

Note: The dues are now \$40 to join and \$30 to renew each year. Notify us of any changes you have made within the past year so we know where to send your newsletter each month.

c/o CCBCC Membership//P.O. Box 503//Ventura, CA. //93002

CLUB WEBSITE

To place an item on our website you contact Patrick Redd at: juniorredds@extreme.com or (805) 526-0268 website at: www.centralcoastbritishcarclub.com

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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. Dues are now \$40.00 per year to join, \$30 to renew. **Dues must be in by February 28th !**

CENTRAL COAST BRITISH CAR CLUB

P.O. Box 503

Ventura, CA 93002

The Pismo Beach Wine Tour is just about here! For those who are going to join in hors devours Saturday after the wine tour, we need payment of \$15 per person by Feb 10 for ordering the food. Please send checks to Bill Guzman at 1744 N. Lyndhurst, Camarillo, CA 93010 and respond to this email so we have a count.

For those who wish to caravan to Pismo Beach on Feb 19, we will meet in the parking lot of the Golden China Restaurant, Seward exit off the 101 in Ventura, turn right and enter lot. Gather at 10:45am and leave at 11am, sharp.

Cell phone numbers for lost souls to call: Bill 805-490-7836 or Jan 805-415-3934

Our monthly breakfast gathering will be on Saturday, Feb 27, at The Waypoint Cafe, Camarillo Airport at 10am. The first Saturday is not available due to the Porsche Club being there with 50-100 cars.

We had a fantastic, well-attended meeting Tuesday night. We look forward to seeing you at these upcoming events. CCBCC is going strong!

Bill G.



ONE AT A TIME

□ The Lotus factory is not a sponsored segment of a large manufacturing organization. It is a very small, very progressive, and very proud factory whose name appears in almost every motoring publication or newspaper sports page with startling regularity—IN FRONT, where it was "designed" to be. Frankly, we DO build more enthusiast competition vehicles than anyone else—we also SELL more of those vehicles than anyone else IN A FREE MARKET because they do what they are "designed" to do. □ We believe the Lotus Elan has the same straightforward and logical abilities "designed" into it. Our enthusiast passenger vehicle, the Elan, has the finest braking, handling, and driver control systems of any vehicle in the world—not to mention an ultra-efficient performance curve. The factory builds the Lotus Elan one car at a time at a level of four a day . . . at the very lowest price we can, the very best we can. □ The Lotus Elan, fully equipped without any options needed or offered, costs 4500 dollars. We are unable to offer the car for 3000 dollars . . . unless we made the car heavier and bigger with a conventional tin body, unless we mentioned additional seating for rear seat passengers without legs, remove the Weber carburetors, extract the twin overhead camshaft engine (used by other manufacturers only to create an advertising "sporting" image), put a 1920 rear axle on the vehicle . . . in short, build a car to a price that looks like what it isn't. Then buy an advertising and competition department to build an image from cars that bear no resemblance to what is actually available to the public. In short, take a 3000 dollar pig and make it go for another

3000 dollars. Above all, DO confuse size and finish with design and quality . . . at Lotus, we feel that one thinking design line is still worth twenty people polishing a part from an older, stupid design with dust on it. If we stripped the Lotus Elan "of its brains" it would probably sell ten times as many cars in one tenth the time . . . it just wouldn't be a Lotus. The Lotus Elan costs \$3,000 a pound—you may buy hamburger for less. □ The Lotus dealer on the west coast delivers between one and three Elans a month—that's all he gets. He is a car enthusiast, he understands and enjoys the Lotus Elan, and he knows how to service it . . . if he has a fault, it is that he is perhaps a bit hardheaded and old fashioned that he respects his vehicles and his customers after service . . . and himself for what he sells. □ There will be 280 Lotus Elans available on the west coast of the U.S. in 1965—they cost \$4226 P.O.E. Los Angeles. It would be our pleasure to demonstrate the Lotus Elan for you . . . it will be swift and silent, will out-stop and out-corner any passenger car made, and will cover 0-60 in 7.5 and 0-100 in 20.5 for a LONG, LONG time. The Elan accidentally gives 26 MPG. May we show you the Elan?

LOTUS ELAN ROADSTER 1558 cc top speed 117 mph □ acceleration 0 to 60, 7.5 sec.; 0 to 100, 20.5 sec. □ four cylinder Lotus twin cam □ Twin Weber Carburetors 105 bhp @ 5500 rpm □ four-speed close ratio all synchro □ all independent Chapman suspension □ Lotus/Girling disc brakes. Approximate delivery 30 to 60 days □ \$4226 P.O.E. Los Angeles.

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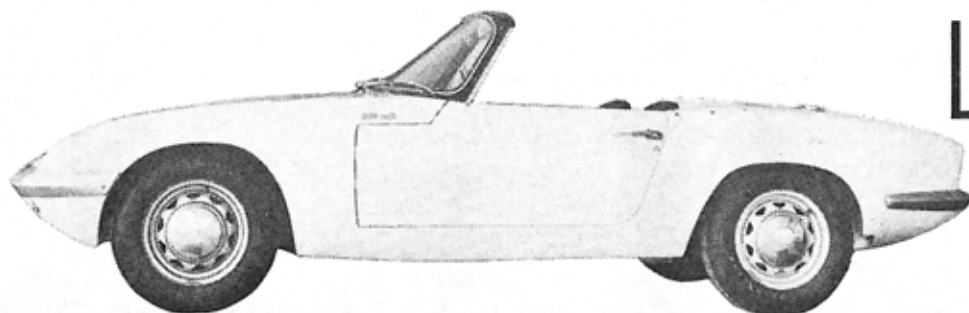
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LOTUS



Central Coast British Car Club Meeting - February - 2010

CCBCC members meeting at 7pm Tuesday 2/2/2010.

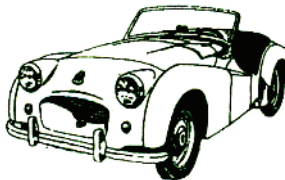
1. Wine tour update – see flier in this issue
 - a. AM is co-ordinating routes, there will be two groups heading in opposite directions.
 - b. Participants should bring their own lunch for Saturday.
 - c. Dinner on Friday evening can be anywhere near the hotel. There are lots of restaurants in Pismo
 - d. Meet at Golden China off Seaward in Ventura for caravan to Pismo Beach.
 2. New members were introduced (Bill Brakowski, Harry Haig – spelling?)
 3. The raffle was held by DW and prizes given out
 4. Story on an MGB by Kelvin following the SEMA event
 5. “Victory by Design” – a movie made by Jaguar was shown featuring the “C” type and derivatives
 6. Forthcoming events:
 - a. 3/13 - St Patrick’s Day Parade in Ventura at 10 a.m.
(<http://www.venturastpatricksdaysparade.com/>)
 - b. 4/16 - ‘North meets South’ event by Paradise British Car Club, Pismo Beach - SeaCrest Resort Hotel
 - c. 5/20 – Celtic Festival at Camarillo Airport
 - d. “Supercar Sunday” is now at a new location - Westfield Promenade corner of Topanga Cyn and Erwin St., Woodland Hills. (<http://www.supercarsunday.com/>)
 7. TM will obtain a multi-tap grounded extension cord for future movies/presentations
 8. Meeting closed at 8:50pm – very well attended
- Trevor Marshall, recorder

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Last month I received an email from a fellow British car club news editor in Chicago. He was asking for permission to run once of the articles that was in one of the Hooter's. I thought it was pretty cool that our club is gaining some recognition outside of our area. In return I asked to view a copy of their newsletter. They are doing some interesting things in their club that got me thinking.

At our monthly meeting when we do our introductions and everyone says what kind of British car they have, we always hear about the ones that aren't running. I think that as a car club, it might be fun to help out fellow members with getting these cars running. There is a wealth of knowledge among our membership where it should be relatively easy to get some of these cars running again.

Back when my dad was cruising, there was always a friend or two who worked at a service station. They would hang out after the station closed and use the lift in the garage to work on their cars. I think that is part of the fun of being in a club - the camaraderie. Service stations are a thing of the past but most of us have a garage that we use.

I suggested the idea to Bill Guzman and he thought it was a good idea. As always, making the idea a reality is the difficult part! Maybe if there are members who would like to participate in something like this, they can contact me and I'll run a section in the newsletter about what your project is and what you'd like to do. Then based on responses we can figure out when and where, etc. I think that a British car is more fun out on the road rather than taking up space in the garage with a bunch of junk piled on top of it. Let's get them out on the road!

Flat Out!

Patrick Redd

Webmaster/newsletter editor

British Motor Show 2010 is axed

By Nigel Wonnacott

www.carmagazine.co.uk

More than a century after the first exhibition at Crystal Palace, doors have closed on Britain's creaking motor show. An announcement at mid-day on Thursday 19 March confirmed the decision to cancel the 2010 event, revealed last night by CAR Online.

It comes after a summit of car company chiefs at the Society of Motor Manufacturers and Traders (SMMT) last week, the body which has owned the show since 1903.

Organisers claim the event could return when the economy picks up, but that's unlikely. The SMMT recently closed its exhibitions department and industry sources say now is a good time to bury an event that has been in terminal decline for years.

A potted history to the British motor show

In its heyday in 1978, an impressive 908,194 car fans attended the show held at Birmingham's NEC. But in recent years the Brit show struggled to draw half a million visitors, despite moves to boost attendance including a return to London in 2006.

Features like stunt shows and rock concerts, aimed at families rather than just pure petrolheads, received a lukewarm reception from car makers struggling to justify stand costs. Some car fans complained that the British show had become more theme park than new metal.

In 2008, stay-away brands left noticeable gaps in London ExCeL's floor plan. Among the Germans, only Mercedes joined the party, while Volvo, Aston Martin and Fiat added to the growing list of no-shows. Organisers used full-length curtains to hide empty hall space and filled gaps on the floors with extra seats and plant pots.

Struggling motor shows: a global problem

Britain's motor show may have succumbed to the inevitable, but major international shows are beginning to feel the pinch too. Members of the so-called big five international events are struggling with full manufacturer attendance.

Porsche, Ferrari, Land Rover, Rolls-Royce and Nissan were among absentees at the 2009 Detroit auto show. Reports in January suggested that organisers of the Tokyo show considered cancelling the event following decisions by Ford, GM, Chrysler and Volvo not to participate.

The Clear Hooter!



1969 Other Makes Coupe d Erika Triumph

Text from ebay ad, supplemented by Patrick Redd

The car is the only Mahogany and American Ash Coupe d Erika in the world. She is street legal in the UK, and cost about £450 to insure per year. Built from mostly reclaimed or managed timber the car can be fully dismantled to work on her, mechanical parts are easily available and all patterns for the bodywork are sold with the car. According to the build video on Youtube, there are only wedges, glue, and 4000+ ash pegs holding the body together. The car has been featured on T.V. and in Mags. She is a fantastic advertising feature with massive potential and fun to drive. She can be viewed by appointment and is situated near Blackpool.



Ebay photo



Ebay photo



Check out the build video on Youtube at

<http://www.youtube.com/watch?v=pDa2O8xAsBM>
and a TV report at:

<http://www.youtube.com/watch?v=fBPJUVUilE8>.
These links will also be posted on the CCBCC website.

WINE COUNTRY TOUR 2010

P I S M O B E A C H

The Central Coast British Car Club
is returning to Pismo Beach for its
annual Wine Country Tour

February 19, 20, 21

We'll be staying at The Cottage Inn by the Sea,
2351 Price Street, Pismo Beach 93449.

Phone 805-773-4617

Club rates are - one night with ocean view \$199,
no ocean view \$159. Two nights with ocean view
\$179 per night; no ocean view \$109 per night.
When calling to reserve a room, tell them it is
for CCBCC.

Register at the Cottage Inn by the Sea early to
take advantage of our club rate. The tour will
be on Saturday and is just \$10 per car. This year
our hospitality party on Saturday at 4:30 pm
will be catered at a cost of just \$15 per person.

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if you are planning to attend.



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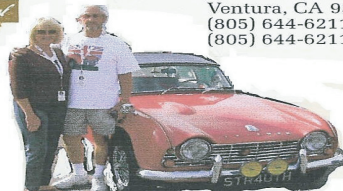
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Since my first restoration of an A-H 3000 BN7 in 1974 I have restored over 150 cars. Over half of those have been British sports cars. Most post war marques have been well represented. From a 1949 Bentley MKVI with James Young Coachwork through all models of MG from TC to MGB. Triumph from 1947 Roadster, TR3 to TR6, Sunbeam Alpines and Tigers and Austin-Healey 3000's and Sprites. Jaguars including E-types and Saloons. From a bare frame to a turn key car, call us to complete your current or future projects.

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MINI E Update

By Bill Rogers
Photos by Bill Rogers

In January 2009, we published a road test and a piece on the Mini-E, the all-electric version being leased on both coasts to a limited number of drivers. I thought an update would be interesting so at the 2009 Show I talked to BMW and afterwards to a friend of mine who has leased number 067.

When the dust settled, 250 cars went out to customers in the LA area as part of the largest electric pilot project in the world, with a total of 600 on the streets of the US, Germany and the UK. Although the car was announced in November 2008, the charging systems proved to be the biggest challenge, especially on the East Coast where every city, borough, municipality and State had different rules and regulations as to how to incorporate the charger into the household electrical system. If you recall, charging takes 20 hours unless you install a 220V 40 amp system and this was too much of a challenge for New York where only 110V systems are used. We have 3 electric Utilities in CA but the East is much more complicated, and they too are becoming concerned about the infrastructure impact of a flood of additional demand for electricity. Underwriters Laboratories also took their time approving the charging cord. All the work involved in getting chargers approved and installed resulted in the first cars being delivered in May/June 2009.

In my friends case, although the charger is part of the deal, hooking it to his house cost him \$1200, with a separate meter from PG&E and he got his car at the end of June. He gets a special rate for off-peak usage and an unexpected benefit was a sharp reduction in his electric bill since he and his wife work and the majority of their electricity is used after 6 anyway.

All service is done at selected dealers by specially trained techs or at the Mini-E Tech Center in Oxnard. BMW gets information on the project from service downloads, customer interviews and feed back from the mini-e.com website. The real world range is a max of about 100 miles, although my buddy (he also owns a Tiger, classic Mini, Subaru WRX and autocrosses seriously) feels that 75-80 is more realistic or if you drive it hard, 60 miles on a charge. He has developed a range improving technique where he drafts closely behind busses or 18 wheelers, that is until his wife gets in the car with him. BMW had an owner stand up at the Show to tell of his experience with his Mini-E. This gentleman worked at the Getty and commuted 5 miles each way to Westwood. He had driven it to Downtown for the show and surprised the Press by publicly confessing his concern as to whether it would make it home afterwards, which I thought summarized the "range anxiety" issue with electric cars perfectly.



*All service is done
at selected dealers
by specially trained
techs or at the
Mini-E Tech
Center in Oxnard, CA.*

BMW was careful to point out to potential customers that they were pioneers and that the Mini-E is not a production car - nor is it a carefully hand-built prototype and quite a few cars have experienced problems. My friend was typical: he got the call and went to pick up the car; he got the briefing, got in to leave and it would not go. They fixed it and he took it home; it would not run again so he opened the hood, which has a safety switch to disconnect the high voltage circuitry, taped the switch down, still no go so on day two, Mini #067 took her first flatbed ride for a new controller box. That lasted 4 weeks until the car would only go ½ m/h forward (it would go fine in reverse) so he got it home for the next flat bed ride. This was August and with his third new box the car has been fine since. Apparently they had quality control problems with the limited production controllers. Other problems included cars that would not charge, overheat lights which shut the car down and difficulties with hill starts, since putting on the brake disconnects the motor. The lease is \$850 a month and a few customers were upset when they found BMW were letting some fleet operators have them for \$1. Other than the electrical issues the car has been reliable.

In spite of all this my friend loves the car and is excited to be part of a development program. He is trying to get approval to remove the 95 m/h governor and take the car to Bonneville to see what it can do! Other people are interested in the car too and he often takes it to shows. At one he was approached by someone who wanted to borrow the car for six weeks and was willing to pay \$6000 to test it against a Tesler. Being a smart and inquisitive fellow, my friend decided not to do it and was able to determine that the car would actually go to a certain major Japanese manufacturer's shop for a little research.

I talked to Jim McDowell Mini VP for North America and asked him how BMW were going to avoid the GM EV-1 debacle when they took the cars back and crushed them, upsetting some fans mightily. He told me that they are considering extending the lease after the 12 months and hope that customers will stick with the Mini brand. Development of the 2nd generation electric is underway and will be available in 5 years.



Other Mini News

The US is Minis largest market with a 19% share in class. UK is second and Germany third. 200,000 have been made and 42K are in the US. We have 89 dealers and there will be over 100 by the end of this year. A 4 door, 4WD Mini, code named R60 will come out in the 3rd quarter of this year. Two concepts were at the Show, a smaller two seat coupe and a companion 2 seat convertible - both are planned for production in 2011. If you wonder why BMW is so gung-ho on the Mini brand apart from it's production success, think about the rest of the range, from Roll-Royce through all the big Bimmers, and consider what a range of gas-sipping Minis will do to the Corporate Fuel Efficiency Average which is scheduled to progressively decrease in the future.



Photos by Patrick Redd



British cars - LA Auto Show



Photo by Bill Rogers



Photos by Patrick Redd

The XJR Coupe starts at \$96,000



Photos by Patrick Redd

2009 LA: 2011 Rolls-Royce Ghost will start at \$245,000. A hybrid model is in the works



Photos by Patrick Redd

The Lotus Evora made a showing at the 2009 L.A. Auto Show. With four seats, a slew of candy colors, and lightweight Lotus engineering, it's got quite a bit to be happy about. It's one of the fastest cars with a price tag under six figures.



Photos by Patrick Redd

The baby Aston aims to distil the brand's desirability and heritage into a more affordable package. I'm afraid it is still out of my price range!

The Clear Hooter!

Seeking information: My wife Pat and I are new members of the CCBCC and former members of the old Tri--Counties MG Club that became the Tri--Counties SCC. Before retirement I was a California history prof and writer; now I'd like to try writing the history of cars clubs in the area. Perhaps there are other members of the old clubs who can remember (harder as we age) who can share thoughts. My number is 641-0952. Also, does anyone have a Tri-Counties SCC badge? I'd like to make photographs. Thanks, Bill Bullough

Seeking a car: Pat and Bill Bullough are looking to legitimize their membership in CCBCC by buying another Brit car to go with my Miata Midget. Something in the nature of an MGB or MG TF would do nicely. We are not looking for a concours car but a well maintained machine for the road. If you have something or have a friend with something, please let us know. Oh yeah -- in our dreams an affordable Morgan +2 or a Healey four banger would also do nicely, also. 641-0952

For Sale. 1960 Bugeye: I've bitten off more than I can chew. I've got a '60 bugeye that needs serious restoration. It's been in a barn in Lodi since '77 but it'll be registered in CA on 10/27 as non-operation. The body [in prime] is straight and the pan is rust free. The odometer shows 18k miles but who knows. The components are stock 948, drums all around, etc. it just needs more work that I can do. I'm looking for a driver that needs some work to finish it so this project car has to go. The car is in my garage in Thousand Oaks so bring your trailer & I'll help you load. I've got lots of pix in addition to the ones I'm posting here. Let me know & I'll email them to you. By the way, I have the black plates and will try to get it registered with them. Come really close to \$4k and it's yours.

David Schutzer, theprofs@mac.com, 805.377.7273 [c]; 805.241.6894 [h]



Classifieds are free to all club members.

Clean out that garage! What could be junk to you might just be that valuable part someone has been searching for with no luck. To post your ad, contact the editor via email at juniorredds@dslextreme.com

Monthly Car and Bike Show

Every Third Saturday of the month at The Cottage from 9am-1pm. Have breakfast while you display your classic car, muscle car, streetrod, bike, or lowrider. No entry fee. Drawings and trophies at noon. The Cottage Cafe, 2611 E. Thompson Blvd, Ventura - next to the USA gas station. See the events section on our CCBCC website for a copy of the flier.

Monthly Breakfast - CCBCC event

CCBCC breakfast is to be held the 1st Saturday each month, at The Waypoint Café, 325 Durley Ave, Camarillo, (805) 388-2535. Occasionally, this venue will be switched to the Santa Paula Airport 1st Sunday each month. For more info, contact Bill Guzman at (805) 484-1528

CCBCC TastingTour for 2010

It was announced that the CCBCC sponsored wine tour has been scheduled for February 20 and 21, 2010. We'll be returning to The Cottage Inn in Pismo Beach. Rates are - one night with ocean view \$199 No ocean view \$159 Two nights with ocean view \$179 No Ocean view \$109. When calling to reserve a room; tell them it is for CCBCC. More information forthcoming at future meetings.

St Patrick's Day Parade - Main Street in Downtown Ventura - 3/13 at 10 a.m.

There are opportunities for club members to drive their British cars in the parade. Visit (<http://www.venturastpatricksdaysparade.com/>) for an entry form.

Queen's English British Car Meet - Woodley Park, Van Nuys - March 14 - 9am - 4pm

Queen's English returns to Woodley Park. It will be a non-judged "meet" designed for the enthusiast and serious collector alike. All British marques (cars and motorcycles) are welcome. Preregistration - \$15 - \$20 at the gate. For more info call (626) 797-4221 or visit <http://queens-english.org/>.

Paradise British Car Club North Meets South Event

April 16-18, 2010 - Pismo Beach. Not since 1998 has the club used Pismo Beach as an event location for their North Meets South event. Contact Jim Bull at 805-937-4208, or email him at torocasakb@msn.com for more information. See flier on the club website.

Celtic Festival May 20 at Camarillo Airport

Supercar Sunday - Hours are from 7am-10am, EVERY SUNDAY!

Now at a new location - Westfield Promenade corner of Topanga Cyn and Erwin St., Woodland Hills. (<http://www.supercarsunday.com/>)

California Healey Week, 2010,

May 19-23 in Temecula, California The event will be headquartered at the Embassy Suites Hotel on Rancho California Road, off I-15 and near the historic Old Town. Nearby are several wineries and restaurants and shopping opportunities. Planned CHW events include wine tours, drives in the local mountains, Funkhana, Tech Session, Car Show, lady's crafts & luncheon, and Banquet dinner. Go to www.austin-healey.org for latest updates as they develop.

Who Drove What to the February 2010 CCBCC Meeting

Sorry if there are any misspellings. Some of the writing on the list was difficult to read.

Patrick Redd	1990 Honda CRX
Gary Rice	2005 Toyota Corolla
Bob Muzio	Rode with Bob Prieve
Bob Prieve	Infinity
C. Darryl Struth	54 F100
Ron Root	08 Silverado
Dale Peace	2002 Passat
Harry Haigh	1976 S.E.B.?
Jim & Sue Thurmork	'87 El Camino
Pat & Bill Bullough	Camry
Dave & Sue Wellwood	Kia
Martin Keller	Ford F-350 Crew
Allen Merriam	Ford Crown Vic
Bob Pazen	Beater Turbo R?
Bill Bratkowsky	Jaguar XK8
Ron & Nancy Roberts	'01 S 500 MB
Barbara & George Plyley	'74 XJ6
Steve Remmington	MINI S
Richard Armstrong	Volvo 560 2.5T
Trevor Marshall	Solara
Bill & Jan Guzman	Z-28 Camaro
Bill Rogers	'02 Subaru WRX Wagon
Kelvin Dodd	1970 MGB Supercharged
Donna Ingram	1996 Mustang
Leonard & Judy Halpin	1963 MGB
Michael & Dee Frustere	'64 XKE Coupe
Alda & Radu Metea	Walked
Stephen Carlton	2010 Kia Soul
Jim Karlsen & Ellen Quinonez	1995 Honda Passport

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