

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 26 Number 1 JANUARY 2010

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Photo by Patrick Redd

Allard at the LA Auto Show

Vintage Triumph Register



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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

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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

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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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Patrick Redd

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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

President's Letter



Happy New Year everyone!

This letter is a bit longer than usual, but it is very important for you to read. This year we have good ideas that eventually will become plans and then reality. This does not happen with the President alone or the Board; it takes team effort. To make this happen we need ideas, plans and execution to make those ideas work for every member in our club. In a car club it is the duty of the Board to satisfy the needs of the membership and that is not an easy matter. What it takes is team work. The Board will do the best they can, but in order to deliver satisfaction to the membership we need the support of the members to make it happen. It is the member's responsibility to assist the Club in its endeavors. This will complete the loop and make our Club a success. Events that we have yearly are the Wine Tour, Car Show and the Teddy Bear Run. In-between we have our new monthly Breakfast. So what are we going to add this year? Some very good points were brought up at the meeting, ideas that were already in the process to become reality. The suggestions made shows that we are traveling the same road.

I will lobby with our Board for the following:

We have a good reserve in the bank, that money belongs to me....no, wait, it belongs to the members of CCBCC. Charity starts at home.

I want to propose that we have two yearly events for which the club will pay or subsidize the cost.

One event would be a yearly picnic in which the club provides for all of the members who wish to attend.

Second, our Christmas party should be funded by the Club or subsidized.

Those are the two events.

There are other areas in which the club should give back when it can afford to. Car show: CCBCC members who are working at the show should not pay for the entry fee to enter their cars in the show.

Wine Tour: the fees for entry and food charged by the club to the Wine Tour should be waived for all CCBCC members, except the charge from the wineries.

If we have any excess funds, then give to charity. To be able to do this, the membership will need to be pro-active. We have funds because we collect money from sponsors to pay for the trophies, \$500 per show. This amount can be larger if our members can be pro-active in seeking sponsors.

At the board we are thinking of having Corporate Sponsors which could be \$200 to \$500 per sponsor. We need to show them what we can do for them and have an active membership to bring results.

We have minimized the cost of printing. Additional members have increased revenues.

This Board has done a very good job for you, the membership, and it shows in the treasury.

What are other changes that we will make in 2010?

The monthly meeting is an event. I had some ideas that I discussed with some of you to get a feel for what we should do and also at the meeting it was brought up. Again we are traveling on the same road to satisfaction. We are going to have several different programs. Sometime this year we will have something for the wives/ girlfriends. We will bring speakers on the different subjects.

We have a nice projector and I have some movies that will be of interest to you. This is one area in which you can step up to the plate and bring something you would like to share with the club.

Other runs are in the making. Two new members have volunteered to organize runs this year. We are also planning on doing runs with other car clubs.

This is a brief map of the year for CCBCC.

You can help by doing the following:

Volunteer to help at club events

Recruit car show sponsors

Organize an event. We will help you.

Bring ideas - no disagreements.

Doing the one or two of the above will benefit you personally. Please feel free to contact me if you have any questions, also feel free to contact the any member of the Board.

Thanks, Wm Guzman
Start your engines!

The Clear Hooter! 3



Central Coast British Car Club Meeting - January-2010

Club member introductions

Club president Bill Guzman discussed new ideas for 2010. Possible new events were discussed as well as new ideas for activities at the meetings.

Details for the Pismo Winery Tour were discussed. An agreement was reached for catering the tour party. Volunteers are still needed for organizing the routes.

It was discussed that the club look into better insurance coverage for our events.

The benefits of club membership were discussed and possible avenues where we can spend club funds.

The club welcomed some new members and a prospective new member.

We sang Happy Birthday to club member Trevor Marshall as he arrived late to the meeting.

The raffle was held.

Meeting adjourned.

Meeting minutes taken from Patrick's memory 5 days after the meeting.

Car quotes from BBC Top Gear.



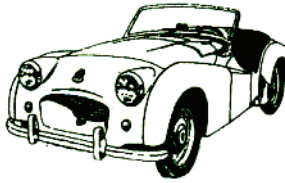
I don't understand bus lanes. Why do poor people have to get to places quicker than I do?

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Time sure flies! It has been one year now since I took over the duties as editor for the Hooter. In that year I brought the newsletter up to date with current technology making it easier for most everyone to be able to access the newsletter online and in full color. It is also easier to print issues for our analog members.

I've also acted as a reporter on many of the events in SoCal, both local and not so local. I hope that I've shown the variety of events that are happening all the time out there and that it encourages the membership to get their cars out to go visit some of the shows or participate in the events.

Dust those cars off, put some air in the tires, and get them out on the road!

Flat Out!

Patrick Redd

Webmaster/newsletter editor



Delorean Time Machine

Text from ebay ad

Wondering what to do with that \$90,000 you got for Christmas? If you've been looking for a Delorean Time Machine, look no further. This is the most screen accurate Back to the Future Delorean Time Machine replica to ever appear on eBay. It is a real masterpiece. You might be asking yourself why it's so expensive? Well, try to build a super-accurate Delorean Time Machine yourself, and you'll quickly see how time consuming it is. That last 20% of accuracy takes 500% more time and effort.

You also might wonder if you could just try to buy one of the "real" cars from the movie. Well, sadly, the "actual" film cars have been rotting away on the Universal backlot for the last 25 years, being picked apart and neglected. You wouldn't want it. This car is what you want, a car that looks exactly like what you saw in the film, with all the cool lights, sounds and buttons you thought the car in the film had (but never really did). People are often really disappointed when they see a prop up close. Movie props are designed to be filmed from a distance, but this car truly looks and feels "real" even up close. It is in many ways "better" than the "real" car, as many replica props often are, because the people who build them spend so much more time and effort tending to every last detail.

The car sold on ebay on December 31st for \$89,000.



Photo from ebay ad



Photo from ebay ad

Teddy Bear Run



By Ron Janes, Counsel, IFA Chapter #31

Ventura Chapter 31 of the International Footprinters Association thanks everyone who participated in the 20th Annual Douglas Penfield School Teddy Bear Run on November 8, 2009. Your Teddy Bear “entry fees” will make the ortho handicapped children very happy when they are distributed at the annual Christmas Party and Luncheon hosted for them at the school by the Footprinters.

The 2009 Run covered some of the most beautiful ocean view spots in Ventura on a picture perfect day, over the course laid out by Bearmaster C. Darryl Struth. It ended with a delicious Tri-Tip Barbeque lunch prepared by Marv Houghton and his Footprinter BBQ Crew! Old and new friends had a great time visiting, and enjoying a chance to admire their respective automotive treasures. The event was preserved by several photographers, and many photos and video are available on the internet at “<http://www.vcrides.com/>”.

Thirty cars and 54 people went on the Run, and 44 of those who took the drive ate with several friends who just came for the lunch. Countless others enjoyed the breathtaking display of your automobiles wending their way through Ventura!



The RAIN Project - Thank you!



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December 28, 2009

Central Coast British Car Club
PO Box 503
Ventura, CA 93002

Dear Friends,

Thank you for your generous donation of \$1,250.00 on 12/6/2009 for the homeless children and families at the RAIN Project. We really appreciate your continued support of our programs.

The excitement of the holiday season was palatable at RAIN. The kids were consumed with the holiday activities and squealing with joy. The magic of the season was punctuated with a visit to the Pantages Theater to view the musical, *How the Grinch Stole Christmas*, the first professional theatrical performance for all of the kids. The parents are counting their blessings and are quietly taking stock of their drastic change in environment. The chill outside is a harsh reminder of what they would have been facing this holiday season, if not for RAIN.

On behalf of the children and families we serve, thank you for your contribution and for allowing RAIN to change the lives of so many individuals in desperate need.

Warmest wishes for a happy new year,

Ami Milla
Treasurer

RAIN Communities, Inc. is a 501(c)(3) not-for-profit organization. This letter should serve as a receipt for your tax purposes. Tax ID # 61-1419784. This will affirm that you received no tangible personal benefit in consideration for this gift.

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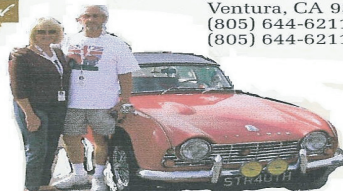


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Since my first restoration of an A-H 3000 BN7 in 1974 I have restored over 150 cars. Over half of those have been British sports cars. Most post war marques have been well represented. From a 1949 Bentley MKVI with James Young Coachwork through all 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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The Return of Allard

By Bill Rogers

The car was shown at the LA Auto Show and shared a stand with Morgan; they benefitted from the lack of Bentley, Ferrari, Maserati, and Lamborghini and were not in the normal broom closet hallway location but on the floor with Rolls and Astons. Seven cars have been delivered so far and Roger is expecting to produce a car every 5 weeks to peak at 100/year. A new factory in the South is being considered, although cars are currently produced in Montreal. US cars are shipped as a chassis and engines are installed here, allowing cars to be registered under the SEMA rule as 50's cars. Base price for this gem is \$138,500. Dennis Glavis of Morgan West is the distributor and the Pozzy Blue demo Allard shares the showroom with the Morgan Aero Super-Sports.

For more information you can contact Roger Allard at www.allardj2x.com

Once upon a time there was a Canadian car guy and racer who lusted after a Big Healey, something many of us have done at one time or another. He went to England to search for his perfect car and in the process went to a car show; not having much luck finding his Healey for sale, he wandered into the vendor booth area and saw a box of old out-of-print books. One caught his eye; not surprising really since the title was his name - Allard. Roger Allard had not been aware of Allards but a look at the cars in the book captivated him. So he went to the National Motor Museum at Beaulieu looking for an Allard; disappointed that the collection lacked an example, he started talking to a gardener and was told that two had been brought in a couple of weeks previously and were in the workshop area. There Roger saw his first J2 - muscular, rare and with his name on it; the Healey was forgotten.

A guy in San Diego was building fiber-glass replicas and Roger tracked him down; rather than buying a car he bought the business which had molds, parts and the rights to the name. There was a lot of other stuff in the building and a week or so after the last Allard parts were removed the building burned to the ground. Roger was disappointed with the quality of the product and felt that he could do better, scrapping the original molds.

The Clear Hooter!

Allard at the LA Auto Show

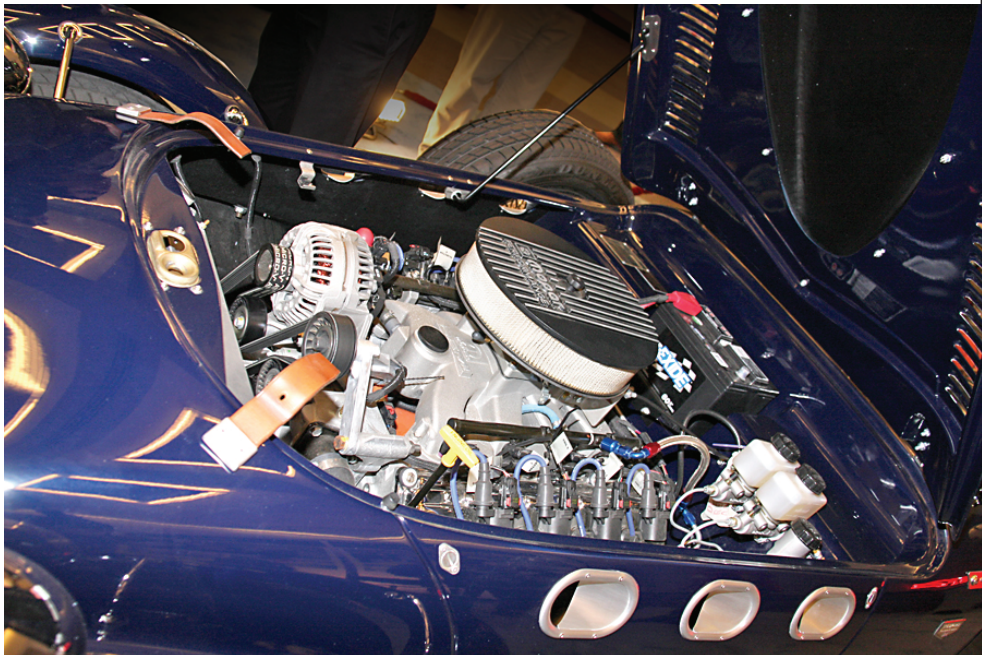


He contacted the Allard family, that is still in business making specialized parts for other companies, and the Allard Owner's Club and told them of his plans, convincing them that his car would not devalue the originals and was a worthy successor. The Owners club agreed to provide continuation chassis numbers for the Allard J2X Mk II.

Sydney Allard produced 83 J2Xs between 1951 and 1953 and his last Allard in 1959. They were pretty basic, used Cadillac engines, and were quite successful racers. Roger Allard's cars are much improved with the wheel base stretched 6 in. to provide more foot well and leg room space, together with a trunk large enough for 2 golf bags. The interior features leather upholstery, bucket seats that are lower and proper doors. The car was professionally engineered and is built from a steel tube chassis with a fiber glass body with a steel hood. The suspension is independent on all four corners, fully adjustable as befits a racer, uses Willwood 4 piston brakes and benefits from a 50/50 weight distribution of it's 2700 lbs. The stock power plant is a 5.7L Hemi with 6.1 as an option but customers could specify other engines like the powerful Corvette unit. The car comes standard with the Tremec five-speed manual transmission. Many safety features are included like built-in roll bars. Most customers opt for the individual Brooklands wind screens, but a full-width windshield is available as a bolt-on option while a rag top is to be offered in the Spring. Fit and finish are concourse-class and the laser-cut aluminum instrument panel features large specially made tach and speedo. Owners of original cars are using the iconic grille and engine cover portholes as spares.



Photos by Bill Rogers



The Clear Hooter!



A great White Elephant gift!



The organizers - Joyce and Jim Belardi



SOLD!



What is it?



Another "What is it?!"



Sue Wellwood receives an award

Good times at the 2009 Holiday Brunch

Photos by Patrick Redd and Bill Rogers



C. Darryl Struth gets an award



"A talking fly swatter?!"

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]



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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 at The Look Out - CCBCC event

The Breakfast is on the third Saturday of the month at the Look Out restaurant at the harbor in Channel Islands at 10 am

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.

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.

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 January 2010 CCBCC Meeting

Patrick Redd	1990 Honda CRX
Bob Muzio	'06 Explorer
C. Darryl Struth	'54 Ford pick-up
Don Greene	'67 TR4A
Barry Roberts	'07 Nissan pick-up
Dave Francis	280ZX
Bob Prieve	Rode with Bob Muzio
Gary Rice	'05 Corolla
Jan Guzman	MGB
Richard Armstrong	1999 Chevy S10
Dave & Sue Wellwood	2007 Kia
Bernie Mower	'73 MGB
Allen Merriam	Ford Crown Vic
Jim Thurmond	'87 El Camino
Jack Waschbusch	'95 T-100
Steve Remington	'06 MINI S
Byron McCracken	'07 RX350
George & Barbara Plyley	'74 XJ6 Series II
James Karlsen & Ellen Quinonez	1999 XK-8 Jaguar Coupe
Paul & Karen Keener	2008 Dodge Nitro

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The Clear Hooter!

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