

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB 

Volume 27 Number 5 MAY 2011

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



Vintage Triumph Register



Charter Members since 1984

*Some of the many nice Healeys at Healey Week*

Photo by Patrick Redd



**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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**2011 GENERAL MEETING DATES**

JAN., FEB., MAR APRIL MAY JUNE  
JULY AUG., SEPT. OCT. NOV.

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 mo. 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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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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**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



May seems to be a relatively quiet month for the club. We had our monthly meeting on 5th where Allen Merriam gave a presentation on his E-Type Jaguar which was on show outside the restaurant. Dave Wellwood showed us a draft poster for this year's Car Show and past round last year's list of Car Show volunteers and we all chose what we would like to do this year. All car show helpers will get a free 'T' Shirt with a copy of the poster printed on the back. We had 16 people for breakfast at the Moorpark Country Club on Saturday 22nd May and we are looking forward to the 'Pub Run' on the 28th.

We have over 100 members on our club register. I don't know how you all became interested in British or classic cars but my first experience was when my father took us children to see the Annual London to Brighton Veteran Car Run in the 1950's. That's a 50 mile drive in motor vehicles built before 1905. Then in 1965 I moved into a new home and one of my neighbors was restoring a 1936 SS Jaguar, it was the most beautiful car I had ever seen. An open sports model, in black, with free standing headlights that must have been at least 9 inches in diameter accompanied by a fog light and a driving light and all the chrome that shone like mirrors. I wanted one of those!

Of course I couldn't afford that so I had to make do with a 1928 Austin 7 but it was a Cabriolet model, which made it a little sportier with a Rag Top and metal frames which slid into the bodywork to support plastic window panels. That was the limit of the weather protection. The body was Purple and the mudguards were Black, the radiator was also supposed to be Black but the previous owner had stripped it of the paint and polished the exposed brass, it looked really nice even if a bit unoriginal. The window wiper was driven off of the exhaust vacuum which meant that the more you accelerated the slower the wipers went so in the rain (England) you had to take your foot off of the throttle every so often to clean the windscreen. When I first got the car the windscreen (windshield) was stained with brown through aging but after I joined the Vintage (pre 1935) Sports Car Club a member told me to clean it with Brass Polish which really did a good job. The main problem with the car was that the four cylinder, side valve engine had a Cam Shaft retaining screw in the engine block, to stop longitudinal movement, with both the screw thread and the block thread stripped but held in place with a block of wood. Fortunately my father had a machine shop so I took the engine out and completely overhauled it, drilled out the block, sleeved it, tapped a new thread, made a new retaining screw, rebuilt and reinstalled the engine. It worked beautifully!

It was time to show the car at my first VSCC show. I set out one rainy Saturday morning with a friend on the way to Goodwood (it was an active racing circuit in those days), got half way and the engine died, I lifted the bonnet (hood) and there was the retaining screw, stripped out. I got the car towed home, replaced the old block of wood and advertised the car for sale. I did get a buyer for the car but the problem was he lived about 90 miles away, wanted to drive the car home and I knew he would never make it. So I had him sign a 'Bought as Seen' form, denied all future responsibility and sent him on his way. Three hours later the telephone rang. It was the buyer. He told me what a wonderful ride home he had had, thanked me for the car said he would keep in touch and as far as I know he has never had any trouble with it since.

DARN IT! I should have painted the block of wood in the first place and kept the car!

All the Best,

Richard Armstrong

## Central Coast British Car Club Meeting - March 2011

May 2011 Meeting

### General Announcements

Richard passed on the Carrows management apology for any inconvenience but they were planning to start work on renovations of the restaurant at 9:00pm that evening. Member introductions included some new attendees - Scott Sankey and John Walden (1973 TR6), together with two guests from Italy (Adriano).

Richard and Sue confirmed that over 20 members still have not paid their 2011 club dues.

The "Safety Check" meeting on April 16 at Kelvin Dodd's place was a great success. We inspected several members' cars and thanks to the efforts of Kelvin and Debbie we had a great barbeque and a lot of fun.

The 'Car of the Month' was Allen Merriam's yellow E-Type Jaguar which he had acquired in 1994, and he gave a short presentation about his ownership experiences. This year is the 50th Anniversary of the E-Type's introduction, and it is the featured marque of our Car Show.

Dave showed Patrick's draft poster for this year's Car Show which was very well received. Last year's list of Car Show Volunteers was passed round and members were asked to either confirm or change their preferences for working this year's show. Car Show Raffle Prizes were requested.

The Moorpark CC Monthly CCBCC breakfast has been moved to the third Saturday each month and the next will be 5/21.

Bill Guzman had asked via Richard for a headcount of who would be attending the Pub Run/Tour and Darts Contest that he is organizing for May 28 in and to Santa Paula. Richard said he would send an e-mail to confirm this.

### 2. Ongoing and future events

Johnny Rockets, Camarillo (first Saturday of month from 7-10am)  
The Cottage meet in Ventura 9am - 12 noon (Third Saturday every month)

Supercar Sunday 7 - 10am (Westfield Promenade Mall)

2011 Triumph Fest to be held at Big Bear.

California Healey Week will be held May 18-22 in Ventura at the Crown Plaza Hotel.

Raffle held by Gary Rice.  
Patrick will show the last video provided by Trevor of a BBC TV episode featuring Morgan next month. Due to the pending restaurant renovations the meeting closed early.

Trevor J. Marshall - Recorder

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## Busy busy!

Show season is getting up to speed. There are already all sorts of car shows happening in the area. The planning for our show has been well underway and things are falling into place.

Last month I unveiled the design for the show poster and t-shirts. Look for a copy of it in this issue of the Hooter along with an entry form. New for this year, I'll be creating an online entry form for the car show which should make the process of entering the show and collecting the data much easier. Look for the form in the next couple of weeks.

Bill Guzman has been coming up with some different and fun events for the club. At the end of this month, there will be a pub run with a possible dart game against another club. Look for updates from Bill via email.

Patrick Redd

Webmaster/newsletter editor



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## Royal Aston Martin

*Originally published at <http://www.dailymail.co.uk/> with CCBC edit*

Prince William took his new bride out for a spin in his daddy's car Friday shortly after they tied the knot. I wondered what the "L" on the grill meant so I looked it up. When a driver has a learner's permit, the "L" is displayed on the car. That's a heck of a car to be driving with a learner's permit! I was later informed that Learner plate is just there for fun, suggesting learner in the bedroom department! Women often wear them on their hen party (last night of freedom type party)!!

And what a car it is. A vintage dark blue Aston Martin DB6 convertible, it was given by Queen Elizabeth to Prince Charles in 1969 as a 21st birthday present.

With Kate by his side and the top down, William took an unprecedented - and extremely brief - spin from Buckingham Palace to his family residence after the official wedding reception.

It is certainly a vintage vehicle. And now Prince Charles's beloved Aston Martin DB6 is running on vintage too. A nice little white from a vineyard in Wiltshire, to be precise. As part of cutting his carbon footprint, the prince has converted the 38-year-old classic car - a 21st birthday present from the Queen - to run on 100 per cent bioethanol fuel distilled from surplus British wine.

Prince Charles has converted his 38-year-old Aston Martin to run on bio-ethanol made from English wine. Converting the Aston Martin played a small but symbolic role. The Prince's chief aide Sir Michael Peat said: 'Charles only travelled two or three hundred miles a year in the Aston but he wanted it to be environmentally friendly. It just happened that our bioethanol supplier makes the fuel from surplus English wine.'

The car - which is kept at Highgrove and clocks up just 300 miles a year - averages ten miles a gallon, the equivalent of 4.5 bottles of wine for every mile. At £1.10 a litre, the bioethanol is only slightly cheaper than conventional petrol, but is estimated to produce 85 per cent less carbon dioxide. The grapes used for Charles's fuel have already been fermented into wine on an English vineyard near Swindon, Wiltshire. Its owners bottle all they can, but cannot produce more than their EU quota. Rather than destroy the excess, the vineyard now sells it to the Gloucestershire biofuels supplier Green Fuels, where it is distilled.





# *Tale of a Tiger -*

## *A Repair in Progress*

By BILL ROGERS

Sitting in the middle of the Mekong Delta in a small riverine boat with people shooting at you from the treeline is not the easiest way to spend your time in the early years of the Vietnam war, so when Jim LaFaver got out of the Navy in 1966, he thought he would treat himself to a sports car. Tigers were not that popular so he got a deal from California Sports Cars in Santa Ana on a Mediterranean Blue soft top car, built in April 1965, that had been sitting around for a while. The dealer added a clock and luggage rack, Jim got steel wheels widened from 3 ½ in. to 4 ½ in. and had someone replace the 2 barrel Ford carb for a Mustang-type 4 barrel. As most of you know, a Tiger is basically a MK IV Alpine with a Ford 260 V8 engine, a Ford top loader 4-speed transmission and a Dana rear end. Sunbeam Tiger B9472703 is a Mk I, part of the first run of 3,763 cars, distinguishable by round cornered doors/hood and metal covers over the soft top stowage. In 1966 Rootes was short of money and began to cut costs, resulting in the Mk IA (B38200XXXX) which has square corner openings and a vinyl cover over the soft top. The rarest is the MK II with no side trim, an egg crate grill and a 289 cu. in. engine (B382100XXX) and only 536 of these were made before new-owners Chrysler cancelled the project with only 7,085 built.

The car was registered in California in 1966, as a black plate car but Jim soon took it to Springfield, IL, the family home, and registered it there where it stayed for a few years until the lure of the West Coast was too much and he returned to the golden state. The car was re-registered here on a new blue plate 077ASQ in about 1972, the original black plates forgotten back in Illinois.

A couple of marriages later and the Tiger was little used, sitting forlornly in the driveway. Not happy, wife #2 said "Get rid of it"; and Jim, not really wanting to part with his baby, called his little sister, Carol; "Sis, you gotta buy my car; I want \$1500 for it". Like the devoted sibling that she was, Carol went to the Credit Union and took out a loan. In 1977, Jim drove the car to her apartment in Hermosa Beach and parked it under the car port. Carol did not like driving a stick shift, so that is where it remained with about 33K on the odometer.

Which is where I come into the picture. My girlfriend at the time had dumped me and I needed a date for the 1977 office Christmas Party, so I asked the boss's secretary, a cute blond by the name of Carol LaFaver. I knew she was special when I opened her fridge later and saw that she had Schweppes Tonic for my gin. This led to that and pretty soon we were a couple. I bought a house in Carson and we decided to move there. Now when I left England I had had enough of unreliable cars but was driving a Fiat 124 Coupe (go figure) and swearing that I would not have another British car. So there was this sorry Tiger in the car port, no top, 2" of leaves on the floor, 3 flat tires, chrome pitting as you watched in the salt air, and the mirror broken off. But it was complete, with tools and original paint and was almost rust free, so I replaced the tires, managed to get it running well enough to drive it to Carson and stuck it in the garage.

*The Clear Hooter!*

# Bill Roger's Sunbeam Tiger



We married in 1978, and I officially became the custodian of a Tiger. Every time I took out the Fiat I saw the Tiger sitting there; an uncommon machine, with a little mystique, a poor man's Tiger and I was familiar with the small block engine since a Mustang preceded the Fiat. It seemed a pity not to get it going properly. Parts are fairly available from a few sources, Alpines and for the engine and drive line, 60's Mustang parts dealers. In 1979, I bought a new top, seals, a carpet kit and got started. The SU fuel pump leaked and Rootes conveniently located that under a little door in the back seat directly over the muffler. That was interesting since when you started the car, the right exhaust belched out quantities of white smoke. The first time I started it I thought the engine was shot, but after a while it burned off, luckily without setting fire to the car. I replaced the pump with a nice American solid-state unit. One of the highlights of ownership was when I smelled gas and saw it dripping out of the trunk onto the garage floor; a tank had rusted through, leading to another remove, repair and replace job. We drove it a very limited amount from 1980 until '84 when the brakes failed. The brake servo did not work, so I found another from a Volvo in a scrap yard, rebuilt it and it seized the brakes on before I got it around the block. I parked it once again.

We moved up to Newbury Park for work in 1985, so in 1988 I started the major Tiger project - not so much a restoration, but fixing things that needed repair and progressively replacing worn, deteriorated or corroded parts. All the fluids had turned to solids so we rebuilt the fuel and hydraulic systems and the carb. There was a big dent in the door so I got that fixed, one of the A-arms was bent, replaced that; replaced the brake servo with a new AP unit. We installed the latest CAT radiator and a six blade fan to improve cooling. In Feb. 1989, I took the car to DMV and had them change the year of manufacture to 1965 instead of 1966. The first major trip was the Central Coast Triumphs Wine Tour in April 1989 - 230 uneventful miles.

In July someone bumped into the rear of the car on the Santa Barbara Pier; did a minor damage and broke the left tail light, but we had it repaired in time for it's first show, Woodley Park in October '89. We got the bumpers re-chromed, installed some Minilite-replica wheels from England, and won Best of Marque at the CCT show in April 1990, also attended our first Tigers United at Mammoth in July of that year - mileage now 38,000. A new dash was installed in 1991, and at the first annual CCT All British Show we won the Sunbeam marque award. We trailered the car to Big Sky Montana for the Sunbeam International event thanks to a CCT member who loaned us a trailer and tow vehicle.

At the 1998 CCT show I picked up a vintage Halda Speedpilot Rally clock/odometer, had a gearbox built for the Tiger and installed it. We went to the Tigers United in June and had the car authenticated as a Tiger. There are Alpines out there with V8 engines (we call them Algers), so if you are interested in buying a real Tiger, ask to see the TAC sticker first. Don Greene was selling an Alpine and asked me if I wanted the hardtop. It fitted perfectly and the price was right so I left it on, took it home and restored it. I am really a saloon car guy so the hardtop suits me with more visibility and less noise.

Tigers (and Alpines) are of unibody construction, based on the floor pan of the Hillman Husky, a short wheel base 2-door wagon/van and the torque of the V8 tends to crack spring hangers, panhard rod brackets and the subframe which holds the front suspension. It is important to have these areas reinforced. In 1990, CCT held a hillclimb up Ann St. in Ventura to Don Greene's place with the winner being the slowest. The Tiger clutch did not like that much, so I went for fastest time of day - 17 secs. as opposed to Bob Klope's winning time of 3 min. 51 sec. In time the clutch had gotten worse so by 2002 it was time for a replacement.





I decided to bite the bullet and take the car to Tom Hall in Pleasanton, who is the Tiger engineering guru and have the car reinforced with his parts and using his jigs, as well as replacing the collapsed springs, rebuilding the rear end with a 2.72 ratio and LSD, rebuilding the gearbox with a close ratio gear set, rebuild the steering rack and, of course, a new clutch. I was going to drive it up there, but the clutch was so bad that I turned around in Santa Barbara and borrowed a trailer from another club member to get it up to Pleasanton. Since the engine was removed, Tom took the opportunity to repair the firewall that had been cut to make room for the Ford 4 bbl carb and paint the engine bay. The engine was reinstalled with an Edlebrock Proformer manifold and a 465 Holley. This project took from October to June of 2003 but the car was much better to drive.

By 2008, the engine was still running fine, but had developed unacceptable (for a US engine!) oil leaks and we decided to have it overhauled. With not enough overhead space we had Dave Wellwood, of Wellwood Restorations in Ventura, pull the engine and we took it to Mike Kodenko in Santa Paula for a complete rebuild. We decided to keep it a stock 260 so he redid the valve seats for unleaded fuel, bored it slightly, fitted a mild cam, oil pump, and roller rockers. Dave reinstalled the engine with new stainless exhausts. While it was out Dave detailed the engine bay and restored everything to new condition as well as restoring the seats and putting on the fourth set of tires. He also worked his magic on the original paint, which drastically improved the looks of the car. When the car came back I had it dyno tuned by Bob Jennings in the Valley and he rebuilt the distributor and installed a new starter. I worked to get the trunk up to snuff without repainting it. At the CCBC Santa Inez Valley wine tour the clutch slave cylinder failed but we were able to limp home and replace it.

In 2009 we then towed the car, behind our motor home, to Rapid City, SD for the Sunbeam International via the Eisenhower Tunnel (over 11,000 ft), on a trailer borrowed from a member. We were lucky enough to win the grand prize at the raffle, a set of Edlebrock shocks tuned for the Tiger. We also had to drive down from Mount Rushmore in the dark and I realized how inadequate are '60s vintage sealed beam headlights. When we got home I replaced the shocks, installed Hella quartz units in the headlights and added Lucas 5" fog and spot lights.

Last year we were able to put the original black SVH 342 license plates back on the car thanks to the revised CA year of manufacture law. These plates had been found when we cleaned out Jim's parent's house and garage in Illinois. Dave Wellwood and his team were able to help us again by installing a new dash crash pad and windshield seal, since my earlier attempts back in the day were not too successful. He also welded up a small crack in the front valence and refinished it.

What next? Well based on my principle of fixing the next worst part, as I write this, there is a correct, restored clock and a repro horn ring enroute from Europe. I am thinking about an alternator to handle all those lights and rear disc brakes. The car has never stranded us and is now quite reliable with over 60,000 miles on the odometer; I would be happy to drive it across country. It is a pretty original example of an excellent road car (for a 60's sports car), a decent autocrosser and great fun. We had a lot of help from members of CCBC and the club has made us welcome over the years. So there you have it; all because of a bottle of Schweppes tonic I have a wonderful wife and we were able to save that Tiger!

## ***Postscript: Jim LaFaver 1942 - 2010.***

*Last September, Jim LaFaver succumbed to cancer in the Phoenix VA Hospital after a 3 month illness. Jim led an interesting life as an electrical technician, gold miner, avid hunter and fisherman, builder and woodworker. He loved this country and served us bravely in the Navy. He came with us on several club events and loved his little blue sports car, making sure it went to a good home. Jim is in a good home now and we will miss him.*

*-Bill and Carol Rogers*





**CENTRAL COAST BRITISH CAR CLUB PRESENTS:**

**July 24, 2011**

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# *Healey Week* **Comes to Ventura**

Photos and story by Patrick Redd

The month of May marked the invasion of Austin Healeys to Ventura, CA. Several Healey clubs were in town to celebrate a week of fun events in the area. The cars mostly come from So. Cal.: the Austin-Healey Assoc. and San Diego Healey club.

The week included Planned CHW such as a tour of Moss Motors, drives in the local area, Kart Racing, Car Show, Rocker Cover Racing, Silent Auction and Banquet dinner. The host hotel was the Crown Plaza right by Ventura Pier.

I took a drive up to check out the car show which took place on a Saturday. As one can see from the photos, the location, weather, and of course the collection of cars on display couldn't have been more perfect.

I learned a thing or two while checking out the cars. I didn't realize that some models had backseats and others didn't. While exploring the show I also met the editor of the Austin Healey newsletter Mike Scroggie. Our club receives the Healey newsletter via email. It's always interesting to meet the people behind the scenes. Mike later mentioned to me that I missed an event they held called Rocker Cover Racing. I've never heard of it. Stay tuned to learn what that is all about!



# Healey Week Car Show



*For more photos from the Healey show, please visit [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)*



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## CENTRAL COAST BRITISH CAR CLUB (CCBCC)

### MEMBERSHIP

(Please Print All Information)

2011

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: Home: (\_\_\_\_) \_\_\_\_\_ Work: (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Please list all BRITISH autos presently owned.

| Year | Make | Model | Serial# | History |
|------|------|-------|---------|---------|
|      |      |       |         |         |
|      |      |       |         |         |
|      |      |       |         |         |
|      |      |       |         |         |
|      |      |       |         |         |

With which clubs are you affiliated? \_\_\_\_\_

How did you learn about our club?  
Newspaper  Car Show  Other  Referred by: \_\_\_\_\_

Central Coast British Car Club is a non-profit organization created to preserve the marquee of all British cars. Membership dues are \$30.00 per year for renewal and \$40.00 (includes Name Badge, see form below) for new members. Dues shall be paid no later than the **last day of February**. Each member has access to our monthly newsletter, "The Clear Hooter". We have monthly meetings on the first Tuesday of each month at 7:00 pm at Carrows Restaurant, corner of Harbor and Seaward in Ventura. We also sponsor many events including wine tours, rallies, brunches and car shows, with some events benefiting the community as well as attending many additional events.

See our website at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)

For additional information regarding membership please contact our membership chairman:

Paul C. Keener pcktools@jetlink.net Phone: 805-642-1690

Mail your check, payable to: "Central Coast British Car Club", with this completed form to:

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

Cash  Check No. \_\_\_\_\_ Amount: \_\_\_\_\_  
Additional/replacement badges \$10.00 each

Badge form - please print

Badge type: PIN   
Magnetic   
Clip



**CENTRAL COAST  
BRITISH CAR CLUB**

-----  
Your Name

*It's renewal time!  
Actually it's past  
renewal time! Get  
your membership  
dues renewal into  
the club. There's a  
printable form on  
the club website  
and a full size form  
in last month's  
edition of the Hooter.*

## 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. For more info, call C. Darryl Struth at 644-6211.

## Monthly Breakfast - CCBCC event

CCBCC breakfast is to be held the 3<sup>rd</sup> Saturday of each month, at Moorpark Country Club, Champions Restaurant, 11800 Championship Drive, Moorpark switching occasionally to Santa Paula Airport on 1<sup>st</sup> Sunday of the month. For more info or when in doubt over when and where, contact Bill Guzman at (805) 484-1528

## .British Extravaganza, June 4-5, Buttonwillow, CA

VARA at Buttonwillow is truly nothing short of an Extravaganza! Not only is there great on-track action for you racing fans, there's usually a car show and Karaoke with pizza or BBQ on Sat night. Great times with friends at a terrific facility smack dab in the middle of California! Tune in to [www.vararacing.com](http://www.vararacing.com) for more information as the event gets nearer. Or call 1-800-280-VARA.

## 2011 MG Rally, June 13-17 in Reno, Nevada

The North American Council of M.G. Registers presents our fourth all-Register gathering to be held at "America's Adventure Place" Reno-Tahoe, Nevada. A mid-week convention, this will be an M.G. vacation guaranteed to provide lasting memories for all in attendance! Please visit <http://www.blueskyz.com/mgreg/sgselect.asp> for more information as it becomes available or e-mail: MG2011INFO@AOL.COM

## California Association of Sunbeam Tiger Owners - Tigers United XXXIII, Thursday June 16<sup>th</sup> - Sunday, June 19<sup>th</sup> in Long Beach, CA. at Queen Mary.

For a full schedule of events, please visit <http://catmbr.org/>

## Ventura Motorsports Gathering - Marina Park, Ventura CA, July 9-10

For more info, please visit [www.venturamotorsportsgathering.com](http://www.venturamotorsportsgathering.com)

## CCBCC Car show - Channel Islands Harbor July 24<sup>th</sup> - This year we'll be celebrating 50 years of the Jaguar E-Type!

Keep an eye on our website for the latest show information - [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)

## Monterey Car Week - August 15-21, 2011 Monterey, California

A must see for every vintage/collector car nut! The week features everything from car auctions, several car shows, a week-end of vintage racing, to the Pebble Beach Concours d'Elegance finale. The featured marque this year For a complete schedule of events, please visit <http://www.montereycarweek.com/Events.html>



**Who Drove What to the May 2011 CCBC Meeting**

**Patrick Redd**  
**C. Darryl Struth**  
**Allen & Lynn Merriam**  
**David Schutzer**  
**Brian Bastow**  
**Byron McCracken**  
**Scott Sankey**  
**Martin Keller**  
**John Baldwin**  
**Dave & Sue Wellwood**  
**Richard & Diane Armstrong**  
**Jack & Pam Waschbusch**  
**Bob Prieve**  
**Bob Muzio**  
**Dasy Tatum**  
**Adriano - guest**  
**Franco Manetti**  
**Gary & Junie Cooper**  
**Leonard & Judy Halpin**  
**Pat & Bill Bullough**  
**Michael & Dee Frustere**  
**Trevor Marshall**  
**Did everyone sign the list??**

**The Hooter is available  
online and in full color! Visit  
[www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)  
to check it out.**

**The Clear Hooter!**

*Central Coast British Car Club  
P.O. Box 503  
Ventura, CA 93002*