

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 27 Number 2 FEBRUARY 2011

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



*Heading out for wine country, Pismo Beach*

Photo by Patrick Redd

Vintage Triumph Register



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**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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**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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**PRESIDENT CONSULTANT**

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Patrick Redd (805) 526-0268

**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

February 2011

To start off this month I'll answer the question that I have been asked many times in the last couple of months. "What does the license plate, ONCAESQ, on my car mean? Well, for those who don't know my car it is a 1987 model Jaguar XJ6 Series III in sort of Metallic Sky Blue. It came off the production line in Browns Lane, Coventry, England in September 1986 and was first sold in Florida in August 1987. I had many other ideas about the license plate but the first half dozen were previously taken so I chose ONCA which is the Latin species name for a Jaguar Cat and ESQ which in English is the abbreviation for a gentleman so, ONCAESQ becomes a Gentleman's Jaguar.

We had a great meeting very well attended, on February 1, Adam Randall gave a presentation about his business called Squashed Grapes that enables people to make their own Wine and Patrick brought along an old movie of Mike Hawthorn, a 1950's British racing driver from Yorkshire, putting a car through its paces at Le Mans. Unfortunately Hawthorn had only one kidney left after an infection and he died in 1959 in a road accident driving his British Racing Green, highly tuned Jaguar 3.4 liter sedan, it is said from passing out due to kidney failure. At the meeting we also announced the new position of events coordinator who will be working to fill our calendar for the coming year. Bill Guzman was nominated for this position and also took on the job of awarding 5 points to members who attended meetings and events and a further 5 points to members who attend in their British car. These points will be added up for the year and the two members with the most points will win a year's free membership of the club.

We also had a lot of fun on the 4th, 5th and 6th of the month on our 2011 CCBCC Wine Tour, visiting an Olive Farm first which was very interesting then moved on to wineries and to lunch at a castle. After lunch there was a Car and Aircraft Museum, more wineries and back to the hotel for an excellent Pot Luck, more wine and a fun raffle. It was a great day thanks to Allan Merriam and Mike Frusture for running the show and Patrick Redd and Bill Rogers for their great photographs, see the CCBCC Website.

Unfortunately the Irish event on March 12 has had to be cancelled by the organizers so we have replaced this with a Car Safety Check and BBQ....more information to follow.

The date of this year's CCBCC Car Show has been confirmed for July 24th by the local authority so it's time to let Dave Wellwood know for which job what job you want to volunteer.

All the Best,

CENTRAL COAST BRITISH CAR CLUB

Richard Armstrong

Things are off to a good start as far as CCBCC is concerned. For those who weren't there, you missed a great event up in Pismo Beach for the CCBCC Wine Country Tour earlier this month. The weather couldn't have been any better! We were very lucky. Had the event come one week later, we would have had heavy rains! Look for a report in this issue.

Thanks to all who have made contributions to this month's newsletter. Not only does it make my job a little easier, it also makes for some more interesting reading. Keep those contributions coming!

Next month we have the first big show of the year - Woodley Park, along with several get-togethers planned. It's time to dust off those cars and get them back out on the road! Events Coordinator Bill Guzman has an event planned for next month that could help with the process. It will be a safety inspection of club member cars to insure that everything is in proper working order. See further information on this event and many others on the events page.

**Flat Out!**  
**Patrick Redd**



## ***New Events Coordinator for CCBCC***

In the last club meeting was decided by the Board and approved by the membership present that Bill Guzman would be Events Coordinator for CCBCC and a non-voting member of the board. (Also President Advisor)

What does it mean to you? It means that Bill G. will be scheduling club events. Club events are events that any member would like to propose. Bill is also available if a member needs help organizing the event. The Club Event coordinator will assist the Club member in organizing the event. The event coordinator will also propose some events to the board.

The goal is to have three events per month, one is our monthly club meeting, second event is our club breakfast and third: another event for the month. The idea is for us to drive our cars and enjoy the company of other members and have a great time. Some real fun events are coming this Summer.

As the event coordinator, I proposed to the board that we should have an award process to reward those who attend the events. The board agreed and it will work like this:

If a club member attends an event with her/his car, they will get 10 points, if a member attends an event without her/his car will only get 5 points, if a member does not attend an official club event will get 0 points and will miss all of the fun. Club meetings are an official event for the CCBCC. This proposal was approved by the Board and the membership present at the meeting 1 February, 2011.

The member with the most points at the end of the year will be rewarded by giving her/him a free one year membership and the title of member/s of the year. If we have a tie (two members) both will be the winners, (two memberships) if more than two members tie with points, we will do a drawing for two winners by placing the winners names in a container and draw two names. The awards will be presented at the Christmas Brunch by the Event Coordinator and the President.

We are also having a car/s of the month at the monthly evening meeting.

All events for points will be approved by the board. Drive your car to the meetings and join the fun!

All active board members are excluded from the point system award.

Your Event Coordinator

Bill G.

## Mini Cooper S wins Monte Carlo Historique

Story edit from BMW Group website

Origin of photo unknown

The Monte Carlo Rally celebrates its centenary this year. MINI was keen to be among the well-wishers, and the brand entered a team in the Rallye Monte Carlo Historique. Finnish legend Rauno Aaltonen – winner of the Monte in 1967 in a Mini Cooper S – emerged victorious. The “Rally Professor”, as Aaltonen was dubbed on account of his precision and attention to detail, recruited Austrian Helmut Artacker as co-driver in his 1969 Cooper S, and the team had the support of a four-strong service crew through the highs and lows of the event.



As is customary for the Monte Carlo Rally, the cars travelled to Monte Carlo for the special stages from five different cities. The MINI team were handed Marrakech as their starting point, leaving them over 2,600 kilometres to cover just to reach the start line in Monte Carlo. .

A warm reception greeted the cars in front of Barcelona cathedral, before they continued up into the mountains. “We had no idea that a minor version of hell was lying in wait,” recalled Aaltonen. The Pyrenees welcomed the competitors with heavy snow, and the first runners had to wave the white flag in the face of steep climbs and the slippery road surface. The Mini also required some serious persuasion to stay on route. “It didn’t really matter which pedal I pressed,” sighed Aaltonen, describing the vagaries of driving in the snow. However, the wintry weather was mercifully shortlived, and the drivers were clear for the night run to Monte Carlo.

All was quiet at Quai Albert I when the Mini team arrived, but it was a rather different scene at the same location the following day. The classic cars stood door-to-door along the Monaco waterfront, the first time they had lined up together during the event. Teams had travelled from Reims, Warsaw, Barcelona and Glasgow to join the Marrakech starters, making a field of 328 cars in total.

“A lot of things look much the same as in the 1960s,” reflected the 1967 Monte winner. But this event does do some things rather differently: “Then it was all about top speed. In the Monte Historique regularity is the key, although the required 50 km/h is very difficult to achieve on some sections.” There have also been one or two changes when it comes to the materials used by the teams – in terms of both quality and quantity. “Up to the mid-1960s there was no limit on spikes, and I had as many as 600 spikes on a wheel,” explained Aaltonen. “Plus, we had 1,200 tyres ready and waiting on rims for our three competition-trim cars.” So what inspires somebody who has already won the Monte to return again over 30 years on? “It’s an honour for me to congratulate the Monte Carlo Rally on its centenary. And there’s always a special excitement around the place when it’s rally time. That comes not only from the cars, but also from the contrast of glamorous Monte Carlo and the natural beauty of its surroundings.” So could the Finnish master imagine competing in another Monte one day with the new MINI WRC car? “That would be very exciting – I’d love to!”



Photo by Bill Rogers

# Pismo Beach Tasting Tour

by Junie Cooper



Photo by Patrick Redd

The 2011 CCBCC Tasting Tour held February 4<sup>th</sup> and 5<sup>th</sup> in Pismo Beach, is now but a pleasant memory for all fortunate enough to attend. The Cottage Inn in Pismo Beach was once again the Club's home base for this annual event.

A big thank you and kudos to Michael Frustere and Allen Merriam (with invaluable assistance from Dee Frustere and Lynn Merriam) for organizing yet another very fun event, selecting the wineries, mapping out the routes, choosing the optional side trips to the Estella War Birds Museum and Automobile Display in Paso Robles and Olea Farm in Templeton, something for everyone's tastes and interests-- great choices! The Eagle Castle winery provided a lovely and picturesque spot for our picnic lunch.



Photo by Bill Rogers

There were 27 cars driven to the Pismo Beach destination: 15 British cars (3 minis, 12 classic and vintage British motorcars) and 12 miscellaneous other vehicles. Fifty-two participants/ attendees this year enjoyed the absolutely stunning, "picture perfect" weather which enhanced driving through the lovely countryside and the gorgeous sunsets over the Pacific Ocean (captured so beautifully by Patrick Redd, Bill Rogers and Steve Connor, photographers) were an awesome sight to behold.

# Pismo Tasting Tour



Photo by Patrick Redd

Photo by Patrick Redd

Some of the cars



Photo by Patrick Redd



Photo by Steve Connor

## Olea Farms

*This was an interesting stop. Along with sampling the different flavors of oils, we were given a tour of how the oil is extracted from the olives using some elaborate machinery housed in a trailer which was imported from Italy. Also on the farm were rows and rows of olive trees.*



The Clear Hooter!

# Pismo Tasting Tour



Photo by Patrick Redd

Photo by Patrick Redd

Photo by Steve Connor

## Eagle Castle Winery

*The lunch stop was at Eagle Castle Winery.*

*We were provided with great views and perfect weather out in front of the castle. Check out lots more photos from the castle on the club website.*



Photo by Patrick Redd



# Pismo Tasting Tour



Photo by Patrick Redd



Photo by Bill Rogers



Photo by Patrick Redd



The delicious array and variety of foods brought by everyone to the evening pot-luck get-together was outstanding. Bottles of champagne were provided at each table to toast several milestones /happy occasions including Michael Frustere and Richard Maxson's respective retirements, Bill and Carol Rogers' birthdays and Allen and Lynn Merriam's 17th wedding anniversary! The raffle was a fun way to end a lovely weekend outing with many great raffle prizes including several bottles of wine and numerous gift certificates and most importantly, lots of happy winners! Steve and Casey Remington were the big winners of the overnight stay at The Cottage Inn. Plan on joining in on the fun in 2012!

There are lots of photos from the event posted on the club website from several club members. Check them out at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)



Photo by Bill Rogers

# 47 Gary and Junie Cooper's Triumph

By Andy Willsheer of the UK magazine, TRI

Produced from 1946-1948 and inspired by the pre-war Dolomite Roadster, the Triumph Roadster was designed in the closing days of World War II. The aluminium bodywork was mounted on a tubular steel, ladder-type frame with additional ash framing to support the body panels. Transverse leaf-sprung independent front suspension worked in conjunction with a live rear axle and half elliptic springs, the drop-top car at first being outfitted with a 1776cc 65bhp engine backed by a 4-speed gearbox with synchromesh on the top three ratios. For the final year of production, the engine capacity was updated to 2088cc through employment of the Standard Vanguard powerplant, a retrograde step being fitting of a 3-speed gearbox, even though the sales brochure could of course boast of the model being outfitted with an all-synchro 'box. The coachwork was wide enough to warrant fitment of three windscreen wipers rather than the de rigueur requirement of just two, a point of note being that the front bench seat could accommodate three occupants, room for two more being provided by a rumble seat that boasted its own folding windscreen and ingress via a step on the bumper. A contentious styling note regarding the Frank Callaby and Arthur Ballard-designed body has to be the bulbous steel front wings: some people love 'em and others are, let's say, not exactly enamoured with this prominent feature. I guess,

although I can say the owner of the delightful '47 Apple Green 1800 shown on these pages bought the car from a good friend primarily because wife, Junie, loved the dicky seat and he was desirous simply of owning a novel looking convertible. Gary Cooper, a retired lighting director for the Tonight Show during the time that the NBC network in Burbank, CA, had the show fronted by Johnny Carson and from where, incidentally, he retired from in 1995, first saw this Roadster when it was part of a friend's car collection. "He'd bought it from someone in Atlanta, GA, and over the course of some 18 years had slowly restored the car to a point where I just felt I had to have it. Although it was still without a finished interior – the seats were stripped to bare springs -- and the engine wasn't running, I just knew this would be an enjoyable car to own. It took me a year and a half of arm twisting before he finally said okay." Once the Triumph was his, Gary got to work straight away on completing the restoration. He hoisted the motor out and had it sent away for a re-bore and general overhaul, and whilst this task was being attended to had Jesse's Upholstery, a recommended trimmer located in Saticoy, not too far from his home in Ventura, finish the cabin refurbishment through fitment of new green leather trim and complementary



Photo by Bill Rogers

A few other jobs that needed doing were duly carried out, and in just three months the right-hand-drive car was ready to hit the road. In the six years since acquisition and the time I caught up with him at the 2010 Triumphest in Del Mar, Gary and his significant other have had a lot of enjoyment taking the car to various shows and events on the Left Coast, during which time it has garnered quite a collection of trophies and awards. “This is all well and good,” said Gary, “but the real reason I bought the Triumph was to have some fun. It’s certainly no trailer queen, gets driven everywhere (including the 350-mile roundtrip to attend Triumphest) and receives a lot of attention wherever we go. Everything works as it should, including the old semaphore turn signals,

cream-faced gauges and column-shifted gearbox. I had whitewall cross-ply tyres fitted after I bought the car, these being more (aesthetically) appealing than the standard black rubber.” Gary reckons it’ll cruise all day at a comfortable 60mph, a moot point inasmuch as when Autocar tested the model in its second year of production, the writer stated that the maximum speed of 75mph was ‘satisfying but not startlingly high.’ Neither, for that point, was it quick, apparently requiring 34.4 seconds to reach 60mph from a standing start!

The venerable Roadster is the only collector car owned by Gary and is definitely a keeper as far as the Coopers are concerned, although they hope that nothing drastic befalls the car because spares are none too easy to obtain nowadays. Then again, they could always call on owners of the other ten examples known to be in existence in California should the need arise. “I know there’s a handful still knocking around the state, though I guess those in the condition of mine are likely few and far between,” the owner opined. “I don’t know anything of the car’s history, but I’m just really pleased I bought it.” Can’t ask more than that, can you?



Photo by Trevor Marshall



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*The Clear Hooter!*




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# CENTRAL COAST BRITISH CAR CLUB (CCBCC)

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(Please Print All Information)

2011



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

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

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

Please list all BRITISH autos presently owned.

Year	Make	Model	Serial#	History
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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 benefitting 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](mailto:PaulCKeener@jetlink.net) 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

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	<b>CENTRAL COAST BRITISH CAR CLUB</b>
----- Your Name	

## 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 4th Saturday each month, at Moorpark Country Club, Champions Restaurant, 11800 Championship Drive, Moorpark switching occasionally to Santa Paula Airport on 1st Sunday of the month. For more info, contact Bill Guzman at (805) 484-1528

## Irish Festival of Ventura on Saturday, March 12 - **EVENT HAS BEEN CANCELLED! Parade will go on as planned.**

The Rotary Club of Ventura-East is having the first Irish Festival of Ventura on Saturday, March 12 following the Ventura St. Patrick's Day Parade down Main Street in Ventura. The crowd will empty into Plaza Park in Downtown Ventura located across from the main post office. There will be food, refreshments and entertainment all day - from 10 AM to 9 PM.

We have arranged for Fir Street, at the east side of the park to be blocked for a British car show display. We would like to invite all members who would like to show their cars to attend. There will be Venture Police at the event. The cars may arrive at any time prior to 10 AM to set up car display. There will be free admission for any CBC member and passenger that places a car in the show. For further information: Website: [www.IrishFestivalVentura.org](http://www.IrishFestivalVentura.org)  
Contact person: Bob Pazen (member CBC) Office: 805-650-2020

## The Queen's English - Woodley Park - Van Nuys, March 20, 2011

The Queen's English car show returns to Woodley Park. For more info, on-line entry, and printable entry forms, please visit <http://queens-english.org/>

## Auto-x Events - March 20, 2011 and April 30, 2011

The first two autocross events for the 2011 season being put on by the Santa Barbara Region Porsche Club. Both of these events are local to most of the members of CCBCC and are open to all who sign up no matter what the make of auto, even if it is not a Porsche.

The first event is at the Earl Warren Fair Grounds in Santa Barbara and is on March 20, 2011. The second event is at the Camarillo Airport and is on April 30, 2011.

These events fill up fast and are a lot of fun to participate in or just watch. They are also a good way to learn the limits of your car and your driving abilities within a safe and controlled area and to just have fun.

If you have questions please contact either Dan Byers or Martin Keller the Co-Chairs for these events. E-mail Dan at [dan\\_byers@mac.com](mailto:dan_byers@mac.com) or E-Mail Martin at [MHKflyer52@gmail.com](mailto:MHKflyer52@gmail.com)

## Targa California 2011, April 7-9

NASA presents a classic car tour for 1975 and older makes\* that winds its way through some of the best sports car roads California offers. This non competitive event is a way for car enthusiasts to enjoy their older cars in the manner that they were designed for: DRIVING!

Starting just north of Los Angeles, the tour winds its way over and through mountain passes, canyons, and plateaus. Up through parts of the central valley, then out to the coast. We drive as far north as the Carmel / Monterey area with stops for unique interests and lunch. Challenging roads with spring time vistas await. There are no check points, time limits, or trophies. Just plain fun camaraderie with 124 other car teams. For lots more info and registration form, please visit <http://www.nasaproring.com/event/1220>

## California Healey Week, May 18-22, 2011

California Healey Week, 2011, will be held between May 18-22 in beach city of Ventura. The event will be headquartered at the Crown Plaza Hotel (see [www.cpventura.com](http://www.cpventura.com)). Planned CHW events include a tour of Moss Motors, drives in the local area, Kart Racing, Car Show, Rocker Cover Racing, Silent Auction and Banquet dinner. Each day, there will be a complimentary breakfast and happy hour provided by the Crown Plaza. Registration and Regalia sales will occur each day.

Join us for an extended weekend of fun, good friends and appreciation of fine motor cars. A schedule of events follows. Go to [www.austin-healey.org](http://www.austin-healey.org) for latest updates as they develop.

## CCBCC Car show - July 24<sup>th</sup>

*The Clear Hooter!*

**Who came to the February 2011 CCBCC Meeting**

**Patrick Redd  
Trevor Marshall  
Allen Merriam  
Bill & Jan Guzman  
Gary Rice  
Dave & Sue Wellwood  
Jack & Pam Waschbusch  
Jim & Sue Thurmond  
Bill Rogers  
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