

Wilson's go to England • Patrick's GT6

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB 

Volume 28 Number 1 JANUARY 2012

WWW.CENTRALCOASTBRITISHCARCLUB.COM



*Patrick's GT 6
in "As found" condition*

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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2012 GENERAL MEETING DATES

JAN. 0, FEB. 7, MAR. 6, APRIL 3, MAY 8, JUNE 5,
JULY 3, AUG. 7, SEPT. 4, OCT. 9, NOV. 6

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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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

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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



Jan 2012 Presidents Letter

Happy New Year to all Central Coast British Car Club members! Let's try and make 2012 the best year we've ever had with lots of great meetings and events.

Coming up first we've got a club breakfast on January 21st 9am, the 3rd Saturday of the month. Recently we've had some fun joining Darryl and his group at the Cottage Café on Thompson Blvd in Ventura but we thought this month we'd make a change and go to the Airport Café in Camarillo. I would also really like to hear from members as to which locations they prefer or where they would like to try in the coming months.

Then on February 4th and 5th we will be in Pismo Beach for the Wine/Adventure Tour. This sounds like it's going to be a really good week-end, the details of which are covered under a separate e-mail. If you have any questions on this call Allen or Michael as per the e-mail.

Trevor Marshall has just reminded me that The Queens English Car Show in Woodley Park is coming up on March 18 from 9am to 4pm. We usually have a group of club members showing their cars there. Some members meet in Camarillo and drive down in a caravan which is good fun in itself and we use this opportunity to advertise our own Car Show.

On July 22 we have the CCBC Annual Car Show which this year is being organized by Mark Costello. He'll be sending out some information on that. Last year we had 150 cars on show so that's the number to beat this year.

In October we normally get an invitation to show our cars at the Seaside Highland Games and Show which is a more relaxed event with a lot of interesting displays and opportunities to buy Scottish style products.

C. Darryl Struth organizes the Teddy Bear Run in November where we join with other clubs in providing dozens of Teddy bears for the children at Penfield School after which Darryl gives us the directions for a Car Rally that ends up at a Barbeque Lunch and social. It's a full morning's fun.

And finally we will finish off the year with another great Holiday Brunch at the Four Points, Sheraton Hotel on December 2nd at 10:30am.

So that's the schedule of events for this year as far as I have it so far but if anyone has any additional events or information they would like to add, please let me know.

The first monthly club meeting for 2012 will be on February 7th. That's the Tuesday following the Wine/Adventure Weekend.

We are still short of two officers for the club, a Recorder to take minutes at meetings and an Events Coordinator. The former is essential the latter is up to the members, so if any member has the time and inclination to take minutes that would help the club out a lot.

See you in Pismo Beach,

All the Best,
Richard Armstrong

No January meeting due to New Year's Holiday

Why do some countries drive on the right and others on the left ?

About a quarter of the world drives on the left, and the countries that do are mostly old British colonies. This strange quirk perplexes the rest of the world; but there is a perfectly good reason.

In the past, almost everybody travelled on the left side of the road because that was the most sensible option for feudal, violent societies. Since most people are right-handed, swordsmen preferred to keep to the left in order to have their right arm nearer to an opponent and their scabbard further from him. Moreover, it reduced the chance of the scabbard (worn on the left) hitting other people.

Furthermore, a right-handed person finds it easier to mount a horse from the left side of the horse, and it would be very difficult to do otherwise if wearing a sword (which would be worn on the left). It is safer to mount and dismount towards the side of the road, rather than in the middle of traffic, so if one mounts on the left, then the horse should be ridden on the left side of the road.

In the early years of English colonisation of North America, English driving customs were followed and the colonies drove on the left. After gaining independence from England, however, they were anxious to cast off all remaining links with their British colonial past and gradually changed to right-hand driving. (Incidentally, the influence of other European countries' nationals should not be underestimated.) The first law requiring drivers to keep right was passed in Pennsylvania in 1792, and similar laws were passed in New York in 1804 and New Jersey in 1813.

The power of the right kept growing steadily. American cars were designed to be driven on the right by locating the drivers' controls on the vehicle's left side. With the mass production of reliable and economical cars in the United States, initial exports used the same design, and out of necessity many countries changed their rule of the road.

In the 1960s, Great Britain also considered changing, but the country's conservative powers did everything they could to nip the proposal in the bud. Furthermore, the fact that it would cost billions of pounds to change everything round wasn't much of an incentive... Eventually, Britain dropped the idea. Today, only four European countries still drive on the left: the United Kingdom, Ireland, Cyprus and Malta.

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Well... so begins another year as editor in chief of the Hooter. The beginning of the year is a tough time to come up with content for the newsletter. The events haven't started yet and most of our cars are ducking out of the rain for the time being. A thanks goes out to the Wilson's for sending in an article on their visit to England. If anyone has any interesting stories to share, write them up, mail, email, or get them to me by whatever means you have and I'll see to it that the story makes it into the newsletter. It makes no difference if you're on a computer or not.

I'm venturing into new territory. I recently acquired a Triumph GT6. I've been searching for one for some time and finally bought one. More on that in this issue.

Our Pismo trip is just about upon us. Hopefully we'll have nice weather so the classic cars won't be left at home. See you out on the road with my camera in hand.

Flat out!
Patrick Redd
Webmaster/newsletter editor



Classic Morgan is back...well, almost

By Bill Buys, Western Australian newspaper

Editor's note: I received this article from a Hooter reader in Western Australia (me uncle). I thought the readers might find it interesting.

Morgan, regarded by many as the epitome of British sports cars, might soon be facing a strange problem.

Its Melbourne-based Australian importer is keen to add the new 3-Wheeler sports car to its stable when it is released in early 2012, but Australia is the only country in the world that demands it pass a crash test.

"The iconic 3-wheeler is classified as a motorcycle everywhere else." Morgan Cars Australia principal Chris van Wyk said.

The Morgan Motor Company, in Malvern Link, is the world's oldest private car maker and the only British family-owned car company in the UK.

Founded by Henry Morgan in 1909, its first product was a 3 wheeler, an astounding machine that evolved and survived until 1946. - and is now back in production, eagerly awaited by the wind -in-hair and bugs-in-teeth enthusiast.

"The ADR classification is that a three-wheeler with a steering wheel is car-derived, so it's a car. Mr. van Wyk said. "By contrast, a three wheeled motorbike, or one with a side car, is a motorcycle and doesn't need such testing."

In a frontal crash, a bike rider will get catapulted over the handlebars. But the driver of a Morgan 3-wheeler has a steering wheel, dashboard, a sturdy rollcage, and wears a seatbelt. Go figure.

However, Mr. van Wyk isn't daunted. His business came to a

The Clear Hooter!

However, Mr. van Wyk isn't daunted. His business came to a halt for four years after another unhappy ADR ruling on the regular four-wheeled Morgan sports cars.

But that has been overcome and three versions of the classic hand-built models are again available in Australia. So far 24 have been bought by the Morgan faithful, in almost equal numbers for the 1.6 liter 4/4, the 2 liter Plus 4, and the V6 Roadster.

Prices range from \$68,000 to \$137,000 Australian Dollars.

Also scheduled for arrival in Oz next year are an updated 3.7 liter version of the Roadster, the return of the Plus 8 nameplate, and the Eva GT four seat coupe, a Frazer Nash-BMW 328 inspired beauty which will come in 2013.

And should the 90kW twin-pot 2.0 liter zero-to-100km/h in 4.5 seconds, five speed (Mazda MX5 gearbox) 3-Wheeler get through, it should cost around \$55,000 Australian.

Change the rules, Mr. ADR. Life's too short not to have a Morgan 3-Wheeler.



Photo from autoexpress.co.uk



Barrett-Jackson Announces More Than \$92 Million in Sales and Over 270,000 in Attendance at the 41st Annual Scottsdale Auction

Source: finance.yahoo.com. Thanks to Bill Rogers for the list of British car sales.

The World's Greatest Collector Car Auctions(TM) Company Breaks a Number of World Records In Front of an Energized Crowd of Hundreds of Thousands.

SCOTTSDALE, AZ-- Barrett-Jackson Auction Company, The World's Greatest Collector Car Auctions™, announced today that it generated more than \$92 million in gross sales of rare, high-end collectible vehicles, exotics, customs, classics, hot rods and resto-mods during its 41st annual Arizona auction at West World of Scottsdale, Jan 15-22, 2012. Additionally, a record number of ecstatic attendees including buyers, consignors and enthusiasts totaling more than 270,000 were on hand to partake in the excitement. This represents a 32 percent increase in sales and a 16 percent increase in attendance versus 2011.

An astonishing 1948 Tucker Torpedo (Lot #5008) from the Ron Pratte Collection, one of only 51 ever made, was the top selling vehicle, garnering \$2.915 million; a world record for the sale of a Tucker. Following the Tucker in top sales was an ethereal 1947 Bentley Mark VI Coachworks by Franay (Lot #5005) with a sale price of \$2.75 million. Rounding out the top three was a breathtaking 1954 Mercedes-Benz 300SL Gullwing with only 4,159 original miles -- the lowest mileage model known to exist. This exceptional Mercedes also represents a world-record for the highest-selling price for a steel-bodied 300SL Gullwing model. All three vehicles sold on Saturday, Jan. 21 and were part of the new Barrett-Jackson Salon Offering Collection, a selection of ultra-rare and highly-sought classic cars.

Brits crossing the block at Barrett-Jackson Scottsdale Jan 2012 (Price includes Buyers Commission)

Almost all of these cars were in top condition. You can visit <http://www.barrett-jackson.com> for photos and discriptions. NR indicates No Reserve.

Lot 40 1957 Nash Metropolitan NR \$14,850
Lot 321 1971 Triumph TR-6 NR \$27,500
Lot 333.2 1957 Austin Cambrian? NR \$8,525
Lot 379 1981 DeLorean NR \$39,600

Lot 462.2 1955 Nash Metropolitan NR \$50,600
Lot 445.1 1960 Austin-Healey 3000 NR \$40,700
Lot 458 1959 MG A Coupe NR \$24,750
Lot 624.2 1964 Austin Taxi NR \$8,800
Lot 629 1959 Austin-Healey Bugeye NR \$14,850
Lot 644.1 1998 Bentley Brooklands R NR \$26,400
Lot 644.2 1959 Austin Healey w Ford V-8 NR \$23,100
Lot 645 1990 Bentley Turbo R NR \$22,000
Lot 675 1975 Bricklin NR \$13,200
Lot 689 1958 MG A NR \$33,000
Lot 705.4 2004 Bentley Continental GT NR \$128,700
Ex-Bret Michaels
Lot 942 1962 Austin-Healey 3000 NR \$67,100
Lot 942.1 1954 Jaguar XK-120 NR \$66,000
Lot 942.2 1961 Austin-Healey 3000 BN7 NR \$69,300
Lot 943 1987 Rolls-Royce Corniche NR \$44,000
Lot 950 1988 Rolls-Royce Corniche Conv NR \$96,800
Lot 959 1993 Jaguar XJR-S NR \$19,800
Lot 977.2 1967 Austin-Healey 3000 BJ8 NR \$92,000
Lot 1015.1 1967 Austin-Healey 3000 BJ8 NR \$126,500
Lot 1025 1974 Jaguar XKE SIII Conv NR \$79,200
Lot 1026 2006 Aston Martin DB9 NR \$121,000
Lot 1026.1 2005 Bentley Continental GT NR \$132,000
Lot 1229 1969 Jaguar XKE Conv NR \$49,500
Lot 1238.1 1938 Rolls-Royce Phantom III NR \$99,000
Lot 1241.1 1967 Jaguar XKE Conv NR \$72,600
Lot 1521 1975 Austin Mini Cooper NR \$15,950
Lot 1540.1 1969 MGC GT NR \$37,400
Lot 1549 1989 Rolls-Royce Silver Spirit NR \$44,000
Lot 1550 1998 Bentley Azure Conv NR \$88,000
Lot 1605 2000 Jaguar XK8 Conv NR \$33,000

Custom plate frames available from Moss Motors

Moss has arranged a way for clubs to get custom plate frames at a really good price. This is just a tiny gesture, but they think car clubs are one of the best things about British cars and they're glad to be a part of it. Moss is doing nothing here but swinging a little corporate weight and connecting you directly to the manufacturer. The rest is up to you. Check out the info below and if you're interested in plate frames for your club, here's who to talk to: email sales@camincusa.com or call (800) 295-9450

One of our vendors came to us with a proposal. They said, "We can make small runs of license plate frames that are customized for car clubs. And you can sell them." Now, we already sell this company's top-of-the line frame, designed for the British Marques, so we knew we were dealing with folks that know their business.

But, rather than get involved, we saw this as a neat opportunity for clubs to enjoy. So, if you'd like to offer a nice piece of regalia to your club members, here is all the information you need to order custom license plate frames directly from the manufacturer. They are set up to make ordering super simple, and the prices are terrific.

Thank you for all you do for British car enthusiasts.

– Your friends at Moss Motors

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Stainless steel, 20 gauge, two-hole license plate frames with up to two lines of detailed graphics of your choice permanently laser etched into the frame.

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Minimum order quantity 30 frames

Orders 100+ inquire for additional discount

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*Artwork graphics supplied to Camisasca by the car club. A line art/vector file is required to re-create the custom graphics accurately for this request. A Graphic Frame Approval Document will be supplied to the car club for final review and signature. This will be kept on record by Camisasca for any future orders.

Time Allowance

Allow 2-3 days for emailed or faxed delivery of artwork for review and approval signature. After approval of artwork, allow one to two weeks for delivery.



Melvin Rutter's Morgan Garage

Photos and story by Randy & Delores Wilson

On day 2 of a 28 day tour of England, Delores and I stopped by Melvin Rutter's "Morgan Garage" to buy some parts for our 4/4. I had heard that they had accommodations for travelers so we looked them up. They were very nice! Since the "Aero" room needed to be "made up", we decided to take a walk. The walk turned out to be a very long trek, as we made a very large circle, miles away from Melvyn andSindy's. We then decided to cut across the fields to get back. It was a good plan except for one thing - the marsh. We almost made it without getting wet but Delores fell, getting her shoes and socks wet. We dried out at a cute pub at the Hallingbury Marina.

Back at the Pitstop, we quickly took off our wet shoes and socks as not to mess up the beautiful room. Melvyn bounced up the stairs to announce that he had a bottle of New Hall, fine English white wine, that he and Sindy would share with us. We broke out a bottle of wine alsoand Sindy cooked dinner in the 50's American style diner. The four of us had a wonderful evening, full of Morgan talk until midnight. The next morning Delores cooked breakfast in the diner,, as the self service kitchen has everything one could imagine to eat. The diner is amazing. It even has the original 1905 windows from the original Morgan factory in Malvern Link.



Delores in Mel's Diner



Melvyn, Sindy, Delores, and I at the showroom



This is the marsh Delores fell into and the pub B&B where we had a pint and dried out. Canal Marina to the left.



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I am not saying that the Rutter's will serve you dinner, but they will make you feel very welcome if you stay with them. They will also rent you a Morgan 4/4 for a reasonable fee. We look forward to staying there again in the future.

For more information on the Morgan Garage, visit: www.melvyn-rutter.net



The Long Slumber by Patrick Redd **Triumph GT6**

Photo by Patrick Redd, 2011

My interest in British cars goes way back to when I was a kid. I had a neighbor across the street who owned several Jaguars, a couple of pristine E-Types in the garage and a couple of older ones parked outside. I would spend hours over there on Saturdays helping to polish up the wire wheels on the E-Types, helping to get them ready for a show. After the cars were clean, I got to go for a ride around the block. My Dad would ask why I didn't help clean our family cars like that. Somehow even back then I knew that polishing up a Ford Pinto or a Ford Fairmont wasn't the same experience.

Since those days, I vowed that one day I would own a British car with wire wheels. I liked the classic look of them. An E-Type with wire wheels would be the dream car to own. Since they are a little over the budget in price, I opted for a Triumph GT6, sometimes referred to as a baby E-Type.

I had been looking at them for a number of years, at the same time learning the differences between the marques, improvements over the various evolutions, etc. Though not the most ideal in terms of performance and mechanics, I chose to search for a MK I. I preferred the clean lines that body style offered.

During my search I discovered how wide the range of cars was in terms of what was for sale. There didn't seem to be many around. The ones that were had a lot of rust and needed some serious work or they were completely restored and selling for top dollar. I came close to buying one a couple of times but decided to wait until something better came along.

This brings us to 2006 and this car shown in the photos. CCBC member Don Greene found 2 Triumph GT6's out in the desert near Pearblossom. Years ago the white one broke down and rather than fix it, the owner parked it in the garage and bought a newer GT+6 to replace it. The car was last registered in 1974! It sat in the garage until 2005, when it was then pushed out into the backyard where it sat for a year.

Don picked up both cars and brought them home. He was looking to sell one of them. I had an interest in the '67 but I had to get rid of one of my cars before I could take it. I tend to have a hard time letting go of my cars so it took me a while to finally decide to sell my '67 Mini Cooper S. Once the Mini was gone, I learned that the white GT6 had been donated to charity. I missed my chance! ...or so I thought.

The Clear Hooter!

Patrick's '67 Triumph GT6



Photo by Patrick Redd, 2006

The charity (PAL, located in Ventura) had planned to restore the car using the combined knowledge of it's members. The car ended up sitting in their warehouse from 2006 until Dec. 2011, which was when I purchased the car. Through a friend I learned that they were wanting to unload the car so I put in an offer to take it. After 6 months of waiting I had pretty much given up. I was finally contacted and told that they accepted my offer.

I had it towed over to JD Motorsports where owner, CCBCC member Don Cole, will be sorting some of the issues out to at least make it road worthy again.

The car has needs but is for the most part untouched and original. The body is very dry which is a plus. After spending it's life in the desert, all of the rubber bits are pretty dried out, as is most of the interior.

I'm still piecing together the history of the car. I sent away for the Heritage certificate to determine the actual year of manufacture. It's registered as a '67 but there is info on the build plate indicating that it could be a '65. It does have a fairly low VIN number. It started it's California life being sold at Beverly Hills Sports Cars. Included with some of the paper work was a speeding ticket from the city of Burbank in the early 70's.

I'm looking forward to getting it back on the road and starting a new chapter in it's life. Hopefully if all goes well, it'll make it's debut at the CCBCC car show in July.



Photo by Patrick Redd, 2006





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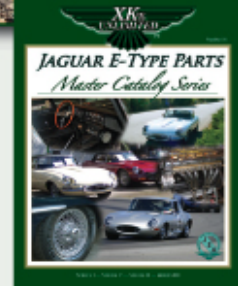
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CENTRAL COAST BRITISH CAR CLUB (CCBCC)

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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 payed 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

For additional information regarding membership please contact our membership chairman:

[Diane Armstrong](mailto:Rnda2@sbcglobal.net) - Rnda2@sbcglobal.net Phone: 805-659-1557


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_____ 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

Breakfast meets will be at the Cottage for the remainder of the year (see info above). New venue TBD in 2012.

Annual CCBCC Wine Country Tour - February 3-4, 2012, Pismo Beach, CA

Once again we'll be returning to the Cottage Inn by the Sea in Pismo Beach. The tour will be on Saturday with an after party to follow. Details are still in the works. Rooms at a group rate have been set aside for CCBCC. Make your reservations now!

Latest info on the Wine Country Tour!

The special hotel rate at Cottage Inn by the Sea in Pismo Beach is in effect for a short time. People should book a room now for as many nights as they choose around the tour date; the Sat eve dinner (Feb 4th) is pot luck. Please bring a dish for 4-5 people, and - if possible - advise Michael Frustiere or Allen Merriam what afternoon tour option you prefer: 1. Hearst Castle or 2. Peidras Blancas historical lighthouse tour, or 3. Wine tasting/glass blowing/pottery barn. There are separate fees for the castle (\$25) & lighthouse (about \$10) and there may be time after these tours to stop at the glassblowing shop.

Tour registration (\$10 per car/2 people) will be in breakfast room at hotel on Friday evening from 5 to 7 pm, and early Saturday morning at 8-8:30 am before the tour starts at 9 ---- for those arriving that day. See you there!

Queen's English All British Car Meet - Woodley Park, Van Nuys. Sunday, March 18, 2012 - 9am to 4pm

It will be a non-judged "meet" designed for the enthusiast and serious collector alike. All British marques (cars and motorcycles) are welcome. For more info and directions, visit www.queens-english.org/

British Extravaganza Buttonwillow Raceway Park Buttonwillow, CA (near Bakersfield) May 5th & 6th, 2012

For more info, directions, etc. please visit www.vararacing.com

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No January meeting.

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