

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 28 Number 7 JULY 2012

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Best of Show at the CCBCC car show 2012

Photo by Bill Rogers

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:

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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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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

July 2012 Presidents Letter

So here we are, all recovering from our efforts at the Car Show. The sun did not favour us but it was a great show with 144 cars ranging in size from a selection of original Mini's to a 1957 Rolls Royce Silver Cloud. That was when a Roller was a Roller. There was a wide selection of TR's and a couple of Stags and of course a whole slew of MG's among which I was pleased to see two examples of MG Saloons which aren't very well known, a beautifully restored 1938 MG SA and an absolutely original 1959 MG ZB, there was also a pristine example of a 1933 MG J2 which was a forerunner to the MG 'T' series, it was absolutely perfect. We had food vendors as well as a variety of other stands including Moss Motors who also generously sponsored our three special awards. I heard a lot of complementary comments from a wide variety of people and everyone seemed to have a good time.

As I said last month I have looked into the history of the Triumph Spitfire. Not with a lot of enthusiasm as it happens because in 1962 when the car was introduced it was considered in the UK to be a cheap 'bitsa', that is bits of this and bits of that. While the Herald was a cute little saloon, the chassis was never really strong enough without a roof structure. The Spitfire body was a very flimsy affair with body panel seam welding that left a lot to be desired. In fact it had the reputation of falling apart if it was hit by anything. Also, the instrument panel was center mounted which was a definite no-no. So, you can imagine my surprise when I started to read all of these enthusiastic American reports about this "absolutely masterful automobile of pure beauty".

So. The Triumph Spitfire was originally designed as the 'Bomb Project' in 1957 when Triumph was still owned by the Standard Car Company. In April 1961, Standard Triumph was bought out by the Leyland Motors Company, which eventually merged to become the British Leyland Motor Company. The Bomb Project was developed into the Triumph Spitfire, eventually to be introduced in October 1962 at the London Motor Show. The original car had a 1,147cc engine that put out 63 HP at 5,750 rpm. The car was produced, with many modifications, until August 1980 with a 1500cc engine putting out only 48 HP at 5,500 revs. The Spitfire was built on a cut down Triumph Herald chassis with a light sports car body. Also, the engine was a slightly tuned Herald engine with twin SU Carburettors. The steering and suspension, which was a bit tricky, were all ex Herald parts. This car was built as an inexpensive Sports Car with very basic interior trim and was known as the Spitfire Mark I or Spitfire 4; it had a top speed of 92mph and would get from 0 – 60mph in 15.5 seconds.

The Mark II was introduced in 1965. The engine had been more highly tuned and a new exhaust system added which increased the horsepower from 63 to 67 at 6,000rpm giving a top speed of 94 mph and a 0 – 60 mph of 15.0 seconds. The old clutch was replaced by a Borg and Beck diaphragm spring. The exterior and interior trims were improved with floor carpet added over the rubber flooring. In 1967 the Mark III came along which was a considerably revised vehicle. The front end received a considerable makeover with the bumper being raised and the rear bumper and lighting patterns were revised. The interior trim was again improved and although the dash panel was changed to wood it was still centrally located. The hood was also made more substantial. The engine was bored out to 1296 cc. and put out 68 HP at 5,500rpm which translated into a top speed of 95 mph and 0 – 60 of 13.6 seconds which made it quite quick for that era. In 1971 the Mark IV appeared and was a complete makeover for the Spitfire. The back end was squared off and the front was trimmed with a new bonnet panel and those disastrous weld lines on top of the wings disappeared. The interior trim was again improved and, at last, the dash board was made a full panel and the instrumentation put in front of the driver. Although originally produced as black plastic, the panel was revised back to wood in 1973. The rear suspension was completely redesigned to take out the element of surprise in the original swing action set-up and make for a more progressive handling. Initially the Mark IV retained same the 1,296 cc. engine but in 1972 the crank bearings were enlarged and other changes made to suit new emissions laws. This combination reduced output to 48 HP at 5,500 rpm and with a little added weight the performance dropped to a top speed of 95 mph and a 0 – 60 of 16.3 seconds. In America in 1973 the Spitfire 1500 was introduced with an increased cylinder stroke, a reduced compression ratio of 7.5:1 and a single Zenith-Stromberg carburetor. With the addition of a catalytic converter and exhaust recirculating system the power was reduced to 48 HP but the top speed went up to 101 mph and 0 – 60 went down to 14.3 seconds. Although further minor modifications were made in later years, mainly to meet US specifications, this was basically the final version of the Triumph Spitfire, which was produced until August 1980. The last Spitfire rolled off of the production line and is now on display at the British Motor Heritage Museum.

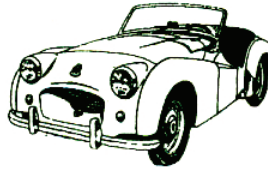
Richard Armstrong
CCBCC President



Central Coast British Car Club Meeting - July 2012

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General Announcements

Richard advised the members that he has been in communication with the CEO of Moss Motors for a RE-plant tour – it was discussed and decided that Saturday the 11th of August will be reschedule date. Everyone attending voted and wanted August. Richard will take care of setting up the event including the luncheon at Goleta Beach Café (this will replace Club breakfast).

Club Breakfast at the Four Points Sheraton in June was a success and well attended, the service and food was a 100% improvement. July breakfast was cancelled due to our Car Show

Reminder to sign up for our Car Show event

The “volunteer” list went around for all to review and confirm their participation

Mark C gave report that all Car Show permits were compiled and that we had 4 major vendors. Trophies / sponsorship have been ordered. Run through will be Saturday 7/21 @ 8:00am Channel Islands Harbor. Sue & Dave W to pick up key to Harbor shed. Power for DJ and Coffee vendor from cords that will be tapped into at the Harbor electricity. Prizes, could use more for raffle. All volunteers to report for duty 6:30am 7/22 day of show.

World Class Motoring Wednesday British car show was a success – free dinner was delicious

Donna Ingram & Paul Keaner reported on the Tartan Surfboard award and Highland Games to be held October 12th and 13th Bryon suggested we order a new EZ Up with Club Banner – Paul K said he can get a 25% discount – Board to discuss Raffle held by Pam Rimlinger with some fun new prizes.

Ongoing and future events

Fillmore 4th of July - Car show down town, Central Ave 10 to 4
CCBCC Car Show Sunday July 22nd Glow & Show car show –
Saturday July 28th, Santa Paula Ventura Motor Sports & Race Car Club show – Sunday July 15th Triumph Fest – Flagstaff, AZ in September (exact date TBD) Promenade Show (need dates)

New business in town for parts for old cars “oldies” on Market and Telephone. Bryon is involved in sponsoring a Golf Outting at Los Posa Golf Club for Fellowship of Christians. Contact him to get signed up.

Meeting closed 8:00pm

Last month I wrote about an experience I had where some high school kids approached me and asked some questions about my classic cars. I've read in various publications how kids these days don't have much interest in old cars. One such article was the following which I'll share here courtesy of Hagerty.

According to the U.S. Department of Transportation, only 31% of 16-year-olds and 49% of 17-year-olds today have their driver's license. Also, less than 10% of all vehicles sold in the U.S. are equipped with manual transmissions. What will happen to our hobby if these trends continue?

Young adults (ages 16-25) now have the chance to drive collector cars, and more specifically, learn to properly drive those equipped with manual-transmissions, with the Hagerty Driving Experience.

Some of you will recall the discussions we've had at meetings about growing our hobby and getting kids interested. Apparently its worse than we thought. While a few kids are looking at old cars, many of the rest aren't into cars at all, even new ones. We couldn't wait to drive so that we could be with our friends and go places. Today's kids would rather play video games and network, where virtual reality is good enough. So how do we get them interested? Butts in seats. Not just to ride, but to drive! Hagerty has started organizing these regional events, free to the kids, to let them experience hands-on what an old car is like. Car clubs participate by bringing their cars to a parking lot venue which is coned-off. It turns out that these are very popular and the available spots go quickly. But that's not all:

Youth Judging

At many events around the country, Operation Ignite! gives kids the chance to get up close to collector automobiles and boats through our Youth Judging program. Led by an adult guide through a car or boat show, Young Judges learn the basics of judging while taking a look at select vehicles, interacting with owners and learning details, facts and the history of each vehicle. Young Judges also typically present awards to their top three place finishers during the event award ceremony.

Now I realize that most of us don't feel comfortable letting someone in our own family drive our pride and joy, let alone some high school kid! I think we as a club being more involved with the community could be a good thing. I've been running some ideas through my mind to try and come up with something where our club could interact with youth groups to get them involved with the classic car hobby. I recently had the opportunity to judge a photography exhibit at the local Boys and Girls Club. I made some contacts there so that could be a good place to start. They usually have small programs where kids can sign up. We could do something as simple as a small show/gathering in their parking lot or having them be active participants in our car show. If anyone has any ideas, let me know. Maybe the club can make something happen for our hobby!

Patrick Redd
CCBCC Editor

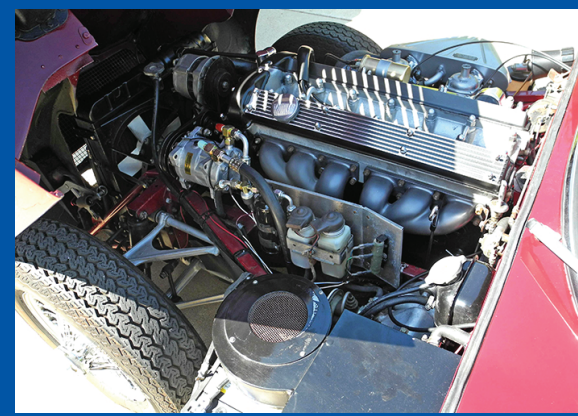
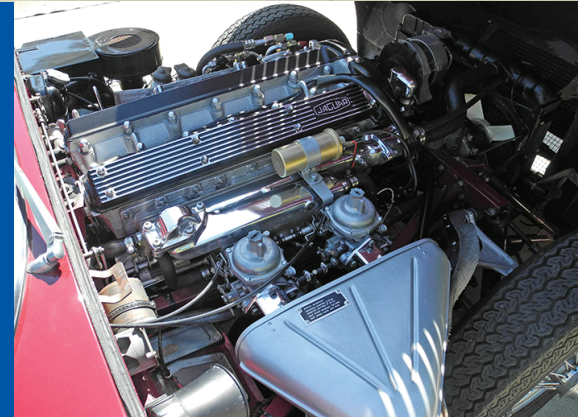




ON THE ROAD AGAIN by Steve Remington

My Jaguar 2+2 is a 1969, J691R40870BW, came equipped with an automatic transmission and air conditioning to satisfy the U.S. market. There was advertising in 1969 calling it a “sedan”, sort of tongue in cheek. It’s a great touring car as there is plenty of luggage space. It has been in my possession for over thirty years. We aged together but fortunately, the Jag engine wore out before mine. With 92,000 miles and dripping oil, I turned the car over to Wellwood Auto Restoration. A nicely overhauled engine by Frank Monise’s FM Racing in Montclair plus additions of a new electronic distributor, new spin-on oil filter, rebuilt carburetors, new seals on the automatic transmission, rebuilt water pump, new ceramic coated exhaust manifolds, polished aluminum covers, new gear reduction starter motor, new belts and hoses, rebuilt driveshaft, and particularly appreciated, a new retrofitted air conditioner by RetroAir that puts out a big chill – along with miscellaneous stuff has transformed the Jag into a buggy that will most certainly outlast its owner.

The Clear Hooter!





MINI TAKES THE STATES

Photos and story by Patrick Redd

On July 4th, from New York to Los Angeles and all 16 states, 13 cities and countless towns in between, MINI TAKES THE STATES 2012 will embarked on the greatest rally in MINIUSA's fabled history. Thousands of people and their MINIs motored across thousands of miles to celebrate the freedom of the open road. Making it all about the MINI Community is what makes MINI TAKES THE STATES so much fun. The event kicked off at MINI Headquarters in Woodcliff Lake, New Jersey on the 4th of July and ended in Los Angeles 12 days later; 3,909 miles one-way.

The Los Angeles venue included the MINICross at the Rose Bowl in Pasadena that went until 5:30 pm on July 14th. There was also MINI Rocks at the House of Blues that evening and Rise and Shine at Gladstone's on July 15th but I didn't take part in those event.

The auto-x was A LOT of fun! 2 different auto-x courses were set up in the Rose Bowl parking lot. One course was a little tighter than the other. At each course there was a different line for which ever car you wanted to drive. They had the entire line of MINIs available for driving with the exception of the JCW Works MINI.

I was scolded on my first lap after going too fast past the checkered flag. Usually auto-x courses have a "cool down" box where you slow down at the end of the run but not here. Oops.

This had to be the ultimate way to do a test drive in a new car. The participants were allowed to drive as fast as they could but were not allowed to turn off the traction control. I did manage a few runs without it which made for more fun. I took laps on the courses for almost 5 hours!

Cars driven included the Countryman, Countryman 4S, Clubman S, Cooper S, Cooper S Coupe, Convertible, and Cooper Roadster. To my surprise, I thought the Clubman S was the best handling of all of them. The Clubman is the station wagon looking model.

The Clear Hooter!





22nd ANNUAL *Central Coast* BRITISH CAR SHOW

PHOTOS AND STORY BY PATRICK REDD



The 22nd Annual CCBCC Car Show

Arrivals to this year's annual car show were greeted with some typical English weather, a nice cool morning fog. There was actually some light drizzle on the way to the show. Spending the day at the show was a nice relief from the summer heat happening not too far away in the valleys!

The feature marque for the show was the celebration of 50 years of the MGB. There were quite a few beautiful MGB's on display representing all the evolutions of the MGB over the years. There were 144 cars in the show. The new parking layout helped mix things up a bit which was a nice change. It seems like the caliber of cars at the show seems to get better and better with each passing year. Thanks to Mark Costello who took on the duties of organizing the show, along with all of the volunteers, who make putting on a show look so easy. Everything went very smooth on show day. Many CCBCC members took home trophies along with CCBCC's Frayne Higguson who took home the Tartan Surfboard award this year, presented by the Seaside Highland Games.

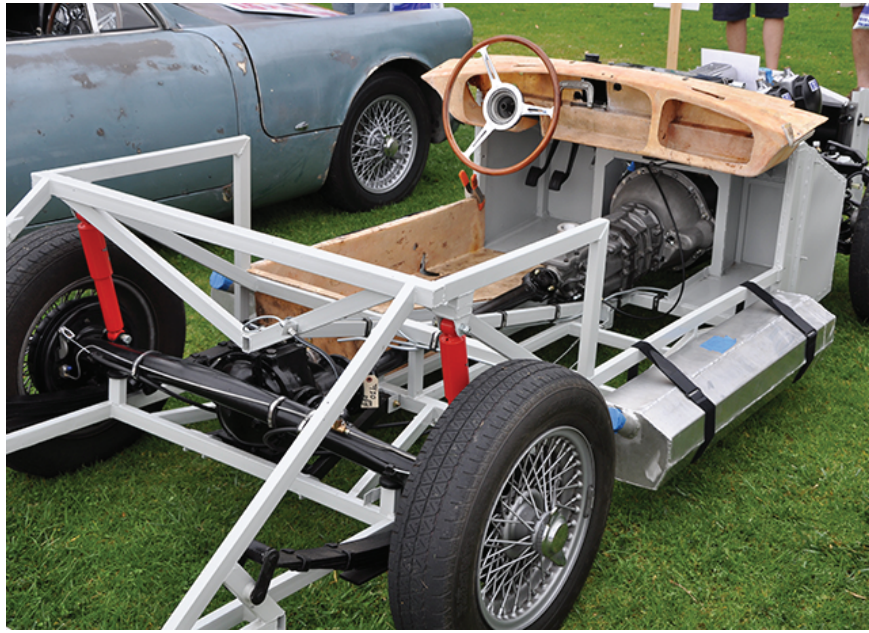


It was great to see a lot of the club members out and about, many who haven't been seen in a while. One of the highlights was seeing club member Bill Bullough out showing his car after battling some serious health issues over the past couple of months. He mentioned that getting out to the show and the fresh air was exactly what he needed!

As always, for lots more photos from the event, visit the photos page at www.centralcoastbritishcarclub.com

The Clear Hooter!

22nd Annual CCBCC car show



Peerless chassis



The Clear Hooter!

22nd Annual CCBCB car show



Unfortunately there is only so much space in the newsletter to share photos from the show. For heaps more photos from several club members, please visit www.centralcoastbritishcarclub.com



A Warwick and two Peerless cars were at the show. It's unusual to ever see one, let alone 3 at the same time!

Here's a little info on these unusual cars, courtesy of Wikipedia.

Peerless

The prototype of this British-built sports saloon which was alloy bodied and initially named Warwick, was designed by Bernie Rodger for company founders John Gordon and James Byrnes[1]. The car had been renamed the Peerless GT by the time series production started in 1957. It featured Triumph TR3 running gear in a tubular space frame with de Dion tube rear suspension clothed in attractive fibreglass 4-seater bodywork. While the car had good performance it was expensive to produce and the overall fit and finish was not as good as that of similarly priced models from mainstream manufacturers. The Phase II version had an improved body largely moulded in one piece. About 325 were made. A works car was entered in the 1958 24 Hours of Le Mans finishing 16th. Production ceased in 1960 after about 325 examples had been produced.

Warwick GT

Production 1960–1962

Bernie Rodger re-started production of the car as the Warwick with minor changes to the appearance, a one-piece forward hinging front end, a stiffer space-frame chassis and a revised dashboard. Although listed from 1960–62, only about 40 are thought to have been produced.





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CCBCC member Gary Rice is putting his beautiful Austin Healey up for sale. For the complete story on the car, check out the October 2011 edition of the Hooter.

For sale: 1961 Austin Healey 3000 HBT7L, MK I. Healey Blue with white coves. Engine overhauled in 1979. After engine overhaul, car was dismantled and dismantled on jack stands for the next 22 years in my garage. Had 4 children to put through school. Complete restoration in 2001. Present owner since 1971. Less than 5000 miles since overhaul. Speedometer didn't work until 2003. New top, tonneau cover, side curtains, new gas tank, carpets, upholstery. New 72 spoke wheels, new tires in 2010. Gear reduction starter. Extra transmission, grille, misc. parts go with it. Recent carburetor adjustments. Runs well. Electric cooling fan. First in class 2006 Central Coast British Car Show. \$53,000. Has sentimental value, meaning, if my desired minimum is not met, won't sell. Ph. 805-644-3290. Cell: 805-407-5860



I have a 1969 MGB which is in immaculate condition. I can no longer drive the car and am looking for a buyer. I have had the car for over 10 years and have had it completely restored. I am not too fussy about the price but want the car to go to someone who would appreciate it. I believe the asking price of \$8,500 would be reasonable given the excellent condition of the car. I have other pictures available for any prospective buyer including: Top up, Top down, Engine compartment, Trunk etc.

I can be contacted at tel (661) 513 2020. Thanks- Barry



Classifieds are free to all club members. Clean out that garage! What could be junk to you might just be that valuable part someone has been searching for with no luck.

To post your ad, contact the editor via email at juniorredds@dslexreme.com



The Third Saturday Free Car Show - **Cottage Cafe is now closed for business :(**

Show is held behind the Cottage Cafe in Ventura from 9am to noon on the third Saturday of each month. The show is free to entries and spectators. Free drawings will be held every half hour and first and second place trophies will be awarded at noon. The Cottage Cafe is located at 2611 E. Thompson Blvd. in Ventura. For more information, contact show coordinator 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.

Moss Motors Tour and Lunch, Saturday, August 11 This is the new date!

CCBCC will be meeting at the Golden Tiger Restaurant off the Seaward exit and the 101, heading out at approx. 9am for a caravan to Moss Motors. After the tour, we'll meet for lunch at the Goleta Beach Cafe. This is one of the prettiest locations in Southern Cal. and the food is great. It would be good if we could let Moss know how many people to cater for so please let me know if you are going to make it. For more information, contact club president Richard Armstrong at rnda2@sbcglobal.net or 805-659-1557.

The 14th annual Santa Rosa Valley Car Show, Aug. 12 at the Rancho Santa Rosa Clubhouse grounds, 11701 E. Las Posas Road in Camarillo.

Entrants will be placed beginning at 8 a.m. and will be on a first-come first-placed basis. The fee for entrants is \$15. Spectators should arrive anytime after 9 a.m. and admission is free. All types and years of special interest, collector, sports, hot rod, and classic autos are welcome. Awards will begin at approximately 2 p.m. and trophies will be presented to the Top 10 in Show choices and a Best-of-Show. The Santa Rosa Trophy will be awarded to the most deserving car as chosen by the judging committee. Phone Jim Belardi, 491-2387 for more information.

Rolex Monterey Motorsports Reunion - Laguna Seca, August 17-19, 2012

The Rolex Monterey Motorsports Reunion is a cornerstone of the Monterey Peninsula's Classic Car Week. Approximately 550 vehicles will be accepted to compete in the world's premier motoring event, based on the car's authenticity, race provenance and period correctness. The 2012 featured marque is the iconic Shelby Cobra, which celebrates its 50th anniversary. For more info, please visit www.laguna-seca.com/rolex-monterey-motorsports-reunion.

Pebble Beach Concours d'Elegance, Monterey, CA, Sunday August 19, 2012

Features for the 62nd annual Pebble Beach Concours d'Elegance include Maharaja Cars and the marques of Mercer and Fiat. Special classes will recognize Saoutchik Coachwork, AC and AC Cobra, Sport Customs, and German motorcycles. For more info on the week's events, please visit www.pebblebeachconcours.net

Triumphfest 2012, Flagstaff, Arizona - September 27 - 30, 2012

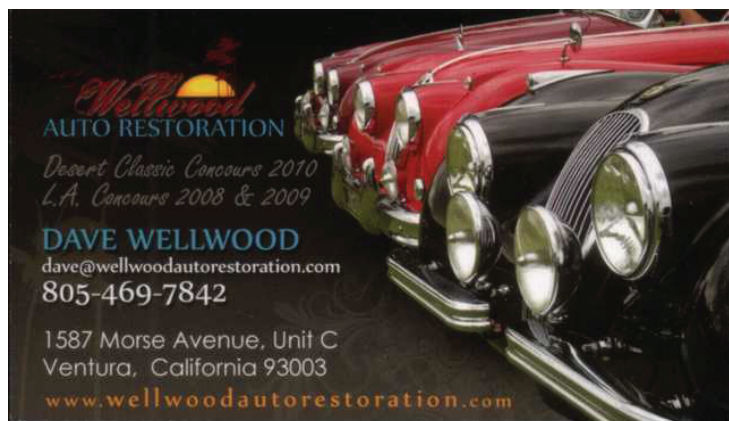
For reservations, contact Little America, 2515 E. Butler Ave, Flagstaff, AZ 86004. Reservations (800) 352-4386. Mention code: Triumphfest 2012 for special event rate For more information, visit <http://www.triumphfest.com/>

Seaside Highland Games, Ventura Fairgrounds - Oct. 12 - 14, 2012

Along with the pipers, dancers, and games, there is also a British car show that takes place. Free admission is offered to club members who bring and display their cars. For more information, visit <http://seaside-games.com/> or contact Paul Keener at e-mail address: pcktools@jetlink.net

Teddy Bear Run - November 4, 2012 at 10 A.M.-

The 22nd Annual Douglas Penfield School Teddy Bear Run will be on . The "entry fee" of a new Teddy Bear provides a real treat for the handicapped children when they are given out by Santa Claus at the annual Christmas Party and Luncheon hosted for them at the school by the Footprinters. Possible new lunch venue in the works for this year.



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