

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 27 Number 7 JULY 2011

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



Vintage Triumph Register



Charter Members since 1984

*Tigers United Meet at the Queen Mary*  
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  
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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 2011 Presidents Letter

It seems only a few days since I wrote the President's letter for June but Patrick wanted to issue the July edition before the Car Show and I think that's a good idea so here we are again.

We had a great July monthly meeting. I presented my XJ6 as car of the month and Bill Guzman showed us some overheads of the 2011 MG Reno Meeting, wow what a lot of MG's of all sorts of styles and ages. Dave and Sue Wellwood told us all about the Car Show which is going to be fantastic, we all need to be there at 9:00am on 23rd and 6:30am on 24th, we haven't all registered yet so we'd better get those applications in before we miss the boat. The meeting finished off with Patrick showing us a couple of videos from the BBC Television series Top Gear which were hysterical.

Coming up we have the Club breakfast on July 16<sup>th</sup> at 'The Greek at Ventura Harbor' at 9:00am. As previously said, the CCBCC Annual Car Show is on July 24<sup>th</sup> at 6:30am.

As this year is the 50<sup>th</sup> Anniversary of the E-Type Jaguar and our Car Show mark is 'Jaguar'. I have already given you some history of Jaguar I thought it only right to fill you in, if you don't already know, about what single influence pushed this company into world renown for 40 years. The 'XK' engine!

This engine started out life as a 4 cylinder overhead chain driven twin camshaft unit. First came the 'XG' then the 'XJ', then the 6 cylinder 'XK' which powered the new XK120 two seater sports car and was first seen in public at the 1948 London Earls Court Motor Show. The engine was originally developed in a 2.8 litre and 3.4 litre configuration. It then grew to a 3.8 litre and then 4.2 litre, eventually transferring from carburetion to Fuel Injection in the mid 1980's. It powered the XK120, XK140, XK150, the D-Type and E-Type sports cars and the MK7 thru MK10 Jaguar Saloons, Compacts and eventually the 1987 XJ6's. It won sports events at Silverstone, Liege-Rome-Liege, Mille Miglia, Le Mans and all over the world. But it didn't just power Car's, there were also record breaking Speed Boat's, Ambulances, Fire Trucks, Tanks and other Military Vehicles, it is quiet a versatile unit with a record breaking history.

All the Best,

Richard Armstrong

CENTRAL COAST BRITISH CAR CLUB



## Central Coast British Car Club Meeting - July 2011

July 2011 Meeting

General Announcements

Member introductions included one new attendee with a TR2 from Goleta

The 'Car of the Month' was Richard Armstrong's 1987 Jaguar XJ6 Series 3 which he had purchased in Santa Fe. This was the last year for Jaguar using the XK engineseries dating from the 1940's (note the car model XJ signifies 'Experimental Jaguar'; the XJ engine is even older than the XK)

A presentation by Bill Guzman on the MG Reno event was made. Kelvin Dodd, Bill, Jack and Pam Waschbush, and the Halpins attended the show, held every three years. It was a 4-day event that attracted 612 cars in many classes and included rare M and S series models.

The Moorpark CC Monthly CCBCC breakfast was held 6/18 with 9 attendees.

Dave and Sue Wellwood reported that permits, food vendors and volunteer list were all arranged for the Car Show. The Highland Games dancers will attend and the 'Tartan Surfboard' award made as usual. Members were urged to attend the show 'dry run' at 9am on July 23rd, and all volunteers should be at the venue from 6:30am on July 24th.

### 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)

Car run from Channel Islands harbor (show site) on July 9th at 10am – 99 mile route by Martin

Star gazing trip by Mark Costello will need about 20 participants

Raffle held by Gary Rice.

Patrick showed two very amusing videos from the 'Top Gear' BBC series

Meeting closed 8:45 p.m.

Trevor J. Marshall - Recorder

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## It's Showtime!

Show season is in full swing! There have been so many events to attend and I've been to quite a few of them. I saw club members Debbie and Randy Mane at a couple of recent shows. They said that when they attend car events, they think of the game "Where's Waldo" referring to spotting me somewhere in the crowd with my camera in-hand. I thought that was funny. I attended several events in the last few weeks and will report on them in these pages. There's only so much room within the newsletter to share photos so be sure to visit the club website where I've posted several sets of photos.

I've put several miles on my Mini since the repairs and now have regained my confidence in taking it places. I do think that it has developed an exhaust leak though and will have to look into it.

As you know, our car show featuring 50 years of the E-Type is taking place this month. I've included a couple of E-Type articles in this issue to mark the occasion.

Patrick Redd

Webmaster/newsletter editor



## Vintage Motoring July 4<sup>th</sup> Run

The Vintage Motoring "fun run" took place on the morning of July 4th. We started a little earlier because of the high temps that were predicted. The route was a 65-mile drive through a variety of mountain and canyon roads. Most of the run traveled easy mountain roads, while other sections (especially the first leg) ranged from moderately twisty to vomit-inducing. The run started with a nice cool run north on PCH. We broke off onto Deer Creek Road (single lane in many places) and then onto Mulholland for the first regroup above the Rock Store.



There were a couple of casualties along the route but nothing major. Gene Olson posted this message on the Vintage Motoring website after the run referring to CCBCC member and Moss Motors employee Kelvin Dodd:

*On the July 4 drive today past the Rock Store, I heard a loud clunk, then heard something rumble under the car. I thought I had run over a rock or something. A little later I pulled to the side on Mulholland, lifted the bonnet and found the nut on the end of the crankshaft was GONE. Kelvin was following me and was able to tell me where the nut had rolled. I drove back and retrieved it just where Kelvin described it. Great parts locator service!*

The next Vintage Motoring event will take place on Labor Day. Be sure to check out [www.vintagemotoring.net](http://www.vintagemotoring.net) for info on the run as Labor Day comes closer on the calendar.

## Fun Run Picnic

Submitted by Bill Guzman

We had a great time and great company. The run was well planned by Martin. We had a hard time keeping up on the canyon roads with his Go-Kart Lotus Seven. Randy was driving his beautiful TR 6 and I driving the Senor Jag. We would find Martin waiting for us at the bottom of the mountain. Martin paid for all of us to see the great oil museum in Santa Paula before continuing on our drive to Ojai. What a treat! Thanks Martin. Weather was perfect for top down - not too hot and not too cold. Just great. We stopped for our picnic at the end of the run at the Marina at the Channel Islands Harbor where the CCBCC car show is located every year. Debbie prepared delicious Irish coffee, we had a few laughs. There were only three of us due to 4 cancellations, one being Jack and Pam Washbush. Pam had an accident and broke her hip. She is now out of the hospital and home resting. We wish you a speedy recovery Pam!





# Tigers United XXXIII



By Bill Rogers



Each year the left coast Sunbeam Alpine/Tiger people congregate at Tigers United; this year it was the turn of the California Association of Sunbeam Tigers Owners (CAT) to hold the event in the South and the Queen Mary in Long Beach was chosen as the host hotel. On Thursday, 75 cars and 180 participants from as far away as Australia and England (another guy drove his car from British Columbia) gathered and began preparing for Friday's car show, held on the grass next to the Queen. Tigers are split into Stock (few changes), Personalized and Modified where anything goes. Bill and Carol Rogers in the light blue Tiger, and Ed and Karen Foster from Simi in their pristine yellow car convoyed down together. The Fosters took second in the Personalized class at the Concours.

Saturday had us drive to the Long Beach Veteran's Stadium parking lot for the Autocross (our Tiger was lucky enough to pick up third in the Stock class).

On Sunday we took off early on what I called the Tiger Pilgrimage rally which started at the dock where Tigers were unloaded in the 60's. We traveled up the 405 to Caroll Shelby's shop in Venice where the prototype was built, to a Hollywood building where Ken Miles made the second (automatic) prototype and Hollywood Sports Cars which once fielded the race team, via a studio where Get Smart was made (complete with Agent 86's car) to finish at the Peterson Automotive Museum. The traditional Tiger Quiz was held in the afternoon and the day finished with an Awards Banquet in one of the Queens magnificent Salons. Check out more photos from Tigers United on the club website [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)



## THE LAST OF THE LEGEND

Photo and story by Richard Armstrong

The Jaguar XJ6 Series III is referred to as “The Last of the Legend” because it is the last Jaguar model to be produced on the original Jaguar production line at the Browns Lane Factory in Coventry, England before it was dismantled and replaced by a “Ford” mass production line on which all future cars were manufactured.

I started looking for my car in 2005. I was looking for a Series III in original condition, with low mileage and a budget of around \$6,000. It took 2 years but in 2007 I found this light blue car advertised on the internet, it looked very clean in the photographs and only had 59,000 miles on the clock (not 69K as I said at the meeting) but the owner was asking \$12,000 and it was in Santa Fe, New Mexico so I could not actually inspect it. It did have the original Workshop Manual, Audio Tape and Original Tools with it so I took a chance and offered the guy my \$6,000. He responded that he couldn't possibly go below \$7,000 as the car had a \$4,000 new radio in it, to which I explained that what I wanted was an original radio but as it happened the original was still in the boot so he swapped the radios back, kept the new one and got his value for the car and I got the car at my budgeted price.

Now the problem was how to view the car and how to get it back to Ventura. The owner wasn't going to let the car go until he had the cash in his hands, I wasn't prepared to let go of the money until I'd seen the car and 900 miles of desert is a long way to drive a strange car. In the end I bit the bullet, sent the money and had the car shipped to Ventura. I was really worried for 3 days while it was in transit but as it turned out the car was in good condition after all.

Since then I've had the aftermarket security system removed. It gets a bit tedious when the car won't start every couple of days. All the electrical window switches packed up at the same time and I replaced them. A friend of mine re-veneered the cracked maple on the center console for me and 'Mac' replaced a single pane of leather on the driver's seat. Dave Wellwood touched up and polished some of the original paint and re-polished the Leaper and some other chrome and generally detailed the finishes. I've had some service work done on the suspension and had the Power Steering Pump rebuilt. So except for the Window Washer Pump not working she's in pretty tip top condition. She'll be at the Car Show on 24<sup>th</sup>.



## *Daisy's* **'68 Jaguar 2+2** By Daisy Tatum

When I was 15 years old, I saw a car like no other going north on Oxnard Blvd., Oxnard, CA. I knew then that my first car would be a Jaguar. After graduating from Oxnard High School and the University of Arkansas, Pine Bluff, I started teaching high school in Little Rock, Arkansas. During that first year and a half of teaching, to save money I walked to work, rented a room, took my lunch to school, helped my brother financially with college, and thought about the Jaguar I wanted to own.

After a year and a half in Arkansas, I returned to Oxnard. With the help of my mother I purchased my first car on December 18, 1968: a Jaguar XKE 2+2. It was purchased at Encore Motors on South Oxnard Blvd, Oxnard, CA.

The Jaguar's color is mink with tan interior. The price of the Jaguar was \$6,300. A Chevrolet at that time was \$3,100. My dream had come true, but not without a lot of sacrifices along the way. After purchasing my Jag, I drove it to Arkansas where it was the only car of it's kind and quite a sensation in the state. Being of African-American descent, just purchasing gas in Arkansas in the 60's was quite a conversation all to its

own. The Arkansas Highway Patrol and Little Rock police would stop me, not for speeding, but because the officers wanted to check out the Jaguar. Since I was alone and not in the state of California, I purchased a German Shepherd, Thunder, who traveled with me whenever I was in the Jag. Thunder was a real deterrent.

When it came time to have the car serviced, I would have to drive to Tulsa, Oklahoma, sometimes leave the car, fly back to Little Rock, AR, then return to pick up the car. At other times I would drive to Tulsa, OK and just wait for the car to be serviced. The only major problem I ever had with the car was an electrical problem that was repaired in Tulsa. It was the last time I ever had any major problems. After 3 years in Arkansas I returned to California in 1969.

The mechanics who have serviced my Jaguar have been:

*Encore Motors, Oxnard, CA*

*Wilkerson Motors, Tulsa, OK*

*Sports Car Service, Ventura*



# Daisy Tatum's '68 E-Type 2+2



*Chuck's Classics of Ojai, Ojai, CA*  
*Der Barron Imported Cars, Oxnard, CA*  
*Tony's Foreign Car Service, Oxnard, CA*



I have enjoyed my Jaguar immensely. As an educator in Oxnard, the Jaguar has served as a goal-setting lesson to students. Several former students have returned to see me over the years, informing me that they also purchased a Jaguar because they thought the one I drove was so cool.

I'm happy that my first car was a Jaguar. I still get chills when I see it and drive it. I have so many wonderful stories about the Jaguar and me.

# Loewy

Text by  
BY THE VANCOUVER PROVINCE  
AUGUST 22, 2008

## E-TYPE

Photos by Franco Manetti



TRANSFORMATION D'APRES  
MAQUETTE PAR  
RAYMOND LOEWY

Raymond Loewy is not exactly a household name, but the products he has designed are. Loewy was considered the father of industrial design and one of the most influential Americans of the 20th century.

His career in automotive design began in 1939 at Studebaker. During his time at Studebaker, he designed the Champion, the Commander and the Avanti, which became an instant classic.

In 1955, he redesigned the Coke bottle, adding the white lettering. Five years later, he designed the Coke can.

Additional Loewy creations include the Hoover vacuum-cleaner logo, BP, Shell and Exxon logos, Lucky Strike cigarette logo, International Harvester "IH" logo and a few concept cars, including a BMW, Jaguar and Lancia.

How could such a talented man ruin the look of the greatest sports car built in the 20<sup>th</sup> century?

The modifications were performed by the French coachbuilding firm Pinchon-Parat. Most of the changes made by Raymond





Photo from web

Loewy's re-styling of the XKE are readily apparent in the accompanying photos. The nose was shortened approximately ten inches to reduce overhang and make the car easier for the driver to maneuver, especially during parking. The nose bob led to a grille that is approximately five times greater in area than the original, which should be good for engine cooling, and a front air-in take-scoop was added to the center of the hood.

The rear of the body was also shortened and the Loewy XKE has an overall length of about 160 in., roughly 15 in. less than the original. The new rear body structure includes side windows that are longer and larger as well as distinctively different in shape. The rear window is also about 25 % larger in area, another aid to better vision.



The wheel wells have been enlarged for improved brake and tire cooling and the involute curve of the wheel wells is distinctive. Quartz iodine headlights are used and a supplemental red light activated by the brake pedal is located inside the rear window. At the rear, in addition to a quick release racing type filler cap, round taillights from the Corvair have been substituted for the originals.

The engine and running gear of the Loewy Jaguar remain standard (except for a few additional chromed pieces on the engine) as does the interior. The modifications to the car were carried out under Mr. Loewy's direction by the Sens, France coachbuilding firm of Pinchon-Parat

While Loewy introduced slanted windshields, built-in headlights and wheel covers for automobiles, he also advocated lower, leaner and more fuel-efficient automobiles long before fuel economy became a concern. "He waged a long war against the worst extravagances of Detroit styling," commented Edward Lucie-Smith a Times Literary Supplement. "He could take a production-line monster and make it an infinitely better-looking 'special,' with comparatively minor rebuilding. What he could not do was to alter the industry's fundamental attitudes. Gas-guzzlers remained gas-guzzlers, and no fancy-pants designer was going to be allowed to change that."



*While chatting with club guest Franco Manetti, he showed me some photos of an interesting car he had seen but didn't know what it was. I didn't know either so I did some research. The car is a one-of-a-kind. Some might argue that it's a good thing it is! I wasn't able to find much info on the car but did find that it's whereabouts have been unknown for many years according to several websites. The car is in California but that's all I can reveal. If you happen to see the car surface and sell for a huge sum of money, you can say that you read about it first in The Hooter!*

*-The Editor*



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The Clear 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

## 2011 Camarillo Old Town Cruise Nights, 4th Friday of the Month Through September - July 22 features British cars!

Camarillo Old Town 2011 Cruise Nights! The 4th Friday of the Month. April 22, May 27, June 24, July 28, Aug 26, and Sept 23. 2220 Ventura Blvd, Camarillo. Cruise Nights are free, fun for the entire family, and a great way to spend a spring or summer evening. With 200+ classic cars, live music, and terrific stores and eateries in Old Town, there's something for everyone. Call 805.484.4383 for more information.

The organizers would like to feature British cars at the July 22nd cruise night. They will park all the British cars in the section of the parking lot in front of the main building next to Decor West. This is where the disc jockey is set up and is the focal point of the displays. Tom asked me to put out the word so they can get a large number of cars there. For those who may not be familiar with this event, this is a free, informal show open to anyone. It is held on Ventura Blvd. in Camarillo Old Town between Elm and First Streets. The parking lot is on the south side of the street. The advertised time is 4 PM to 9 PM but several cars usually arrive early. Cars keep arriving during the first couple of hours.

## 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)

## The 13<sup>th</sup> annual Santa Rosa Valley Car Show, Aug. 14 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. The Space Shuttle Cafe will be on hand with its usual outstanding breakfast and lunch offerings as well as snacks and drinks. Information: Show Chairman Mike Snow, 491-0138; Jim Belardi, 491-2387; Phil Reese, 491-2049

## 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>

## CCBCC Start Gazing Trip August 20th

We have the opportunity to be taken on a guided tour of the skies by Professor Hal Jandorf of Moorpark College. Hal is a former Lotus owner currently driving one of those inferior, reliable, more comfortable, German cars.....The proposed itinerary for August 20th is as follows:

2:30p.m. Meet in Carrow's parking lot - 3:00p.m. Travel to Frazier Park via CA-33N and Lockwood Valley Road.

5:15p.m. Arrive at : Holiday Inn Express Hotel and Suites, Frazier Park, 612 Wainwright Court, Lebec, CA 93243 Tel: 661-248-1600

We can either have a group meal in Lebec or Frazier Park or take picnics to observatory car park. 7:00p.m. sharp - Drive to Mount Pinos via the roads of the Lake of the Woods and beautiful Cuddy Valley. Bring folding chairs, warm clothing and enough beverages. Sunday morning will be a gentle drive back through Lockwood Valley with a no-host lunch stop at Ojai. For more info and/or rsvp, contact Mark Costello at [daysineuropa@yahoo.com](mailto:daysineuropa@yahoo.com)

## Clovis British Car Round-up 2011, Sept. 24-25 Clovis, CA

All British Car owners are invited to enter the 9th annual (2003-2011) Clovis British Car Roundup celebrating the British car hobby in the Central San Joaquin Valley. Join us on Saturday for a tour of the Sierra foothills on Saturday morning and on Sunday take in the only display of British cars in the Central Valley between San Diego and Sacramento! October weather is always great in Old Town Clovis. For more info, please visit <http://www.valleybritish.org/clovis-british-car-roundup/>

## Triumphest 2011, September 15-18, Northwoods Resort, Big Bear Lake, California

The most fun you can have with your Triumph! Beautiful mountain lakeside setting, nestled in the pines and within walking distance of Big Bear Village. Reservations: 800 866 3121, prompt #1 <http://www.northwoodsresort.com> Preferred room rate: \$99.00/night use promo codes "TRSC" or "Triumph Car Show" Room rates will apply for a few days on either side of the event if you'd like to stay longer. Early Bird Special: all rooms are the same price, but some have extra amenities such as fireplaces. If you get your reservation in early, you'll have first pick of the premium rooms. For a full schedule of events, please visit: <http://www.triumphest2011.com>

## Seaside Highland Games - Seaside Park - Ventura Fairgrounds, October 8 & 9, 2011 9:00 am to 5:00 pm

For a full schedule of events, please visit <http://www.seaside-games.com/>

*The Clear Hooter!*



# 21st ANNUAL

## VENTURA COUNTY BRITISH CAR SHOW CAR SHOW AND SWAP MEET



**Sunday July 24<sup>th</sup>, 2011 – 9 am – 3pm**  
**CHANNEL ISLANDS HARBOR**  
**3600 Harbor Blvd. Oxnard, CA**  
**CELEBRATING 50 YEARS OF THE JAGUAR E-TYPE**  
*ALL BRITISH VEHICLES ARE INVITED TO PARTICIPATE*

### REGISTRATION FEES: \$35.00 - With a T-shirt

NAME \_\_\_\_\_ CLUB \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE NO (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_

CITY/STATE/ZIP CODE \_\_\_\_\_ / \_\_\_\_ / \_\_\_\_\_ e-mail \_\_\_\_\_

VEHICLE MAKE \_\_\_\_\_ TYPE/MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

VEHICLE MAKE \_\_\_\_\_ TYPE/MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

VEHICLE No. 1 COLOR \_\_\_\_\_ VEHICLE No 2 COLOR \_\_\_\_\_

Vehicle(s) Registration at \$25.00 each \$ \_\_\_\_\_

Event Tee Shirt only \$10.00 with pre-registration (\$15.00 day of show) \$ \_\_\_\_\_

Swap Meet Vendor Space \$ 35.00 \$ \_\_\_\_\_

GRAND TOTAL \$ \_\_\_\_\_

### Please Read, Sign and Return with Registration fees!

This release of liability specifically includes losses caused by negligence, whether active or passive, the Central Coast British Car Club, or any of their agents, members, or the City of Oxnard, State of California. Entrant agrees to indemnify, defend and hold harmless the Central Coast British Car Club, their directors, members, agents, and the City of Oxnard, State of California from any and all liability, losses, damages, injuries, and claims by any person arising out of the condition, location or operation of the entrants vehicle on or about the premises of Show location in connection to the Central Coast British Car Club All British Car Show to which the application relates.

Signature \_\_\_\_\_ Date \_\_\_\_ / \_\_\_\_ / \_\_\_\_

**MAKE CHECKS PAYABLE TO: CCBCC**  
**MAIL TO: 2011 CCBCC SHOW**  
**BOX 503**  
**VENTURA, CA 93002**

**For additional information:**  
**Dave Wellwood: 805 469-7842 dswellwood@hotmail.com**  
**Richard Armstrong: 805 659-1557 rnda@sbcglobal.net**

[www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)

**COME OUT AND SPEND THE DAY--LIVE ENTERTAINMENT-- BEAUTIFUL CARS-- AND FOOD!**

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

**Sign-up list is MIA at press time.**

**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*