

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 26 Number 7 JULY 2010

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



Photo by Patrick Redd

*Morris Woody by XK's Unlimited*

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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**2010 GENERAL MEETING DATES**

JAN. 5., FEB. 2. MAR 2 APRIL 6 MAY 4 JUNE 1  
JULY 6 AUG. 3. SEPT. 7 OCT. 5 NOV. 2

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

**FOR SALE**

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

**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

**Your CCBCC Board Members For 2010**

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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



## Central Coast British Car Club Meeting - June- 2010

CCBCC Members meeting at 7pm, 7/6/2010:

1. Future events

7/30 – Camarillo (last Friday every month)

c.

8/7 & 8 – Pt Mugu air show

d.

8/21 & 22 - 30th anniversary "Wings Over Camarillo" 2010 Airshow

e.

10/3 – Camarillo Ranch Foundation Car Show & BeerFest (11am-4pm) – 12 to 20

f.

CCBCC cars only in covered barn, check website

g. 10/8 – 10/10 - Highland Games, Ventura 9:00 am - 5:00 pm

2.

Past events

a. 6/20 – Fathers Day Car Show (Milestone Car Club) – same location as our show, Gary Cooper and Bob Muzio won prizes

b. 6/27 – Dave Wellwood attended Newport Beach event, <\$80 per brunch.....

3. Other

a. Kelvin was injured in a fall

b. Bill Guzman announced our club breakfast is to be held third Saturday of every month at Moorpark Country Club from 9:30 am

c. First Sunday each month from 7-10am is a meeting at Johnny Rockets, Camarillo

d. A weekly event is held at Marina del Ray

e. Dale described Offenhauser TR3/4 valve covers available for \$250 from Mark Casey in Ohio – these are not repros

f. Bill Guzman will be absent month of December and reminded the club that both President and Vice-President positions will be vacant

g. Don Greene gave new logo artwork to Paul Keener (for badges) last month

h. Raffle by Byron  
Meeting closed 8pm

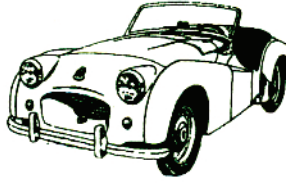
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Hard to believe summer is already half over! We've had some great shows so far including our own CCBCC show. Once again the organizers made it look easy and put on a great show! Look for a write-up and pictures in next month's issue.

Next month I'll be making my first trek to Car Week up at Monterey. I've done a lot of research and received some good pointers from some of our club members. While reading up on Pebble Beach, I noticed that they recommended dressing in "resort casual". I have no idea what that means! I'm sure it means leaving my black and white Converse high tops at home. I doubt that I own any clothes that fall into that category. Hopefully they'll let me through the gate.

Flat Out!

Patrick Redd

Webmaster/newsletter editor



## Moss Motors photoshoot



I recently had the opportunity to take part in a photoshoot for the new Moss Motors catalog. My car will grace the cover for Mini parts. The shoot took place on some scenic back roads just north of Santa Maria. There was also an MG on the shoot for the MG catalog. We drove to 3 different locations for photos.

The drive up there was the first big test for my car since redoing half the wire harness, due to rats making a meal of it. The car made the trip without any incidents. The only thing I noticed upon backing the car into the garage when I got home was that I didn't have brake lights. Considering everything that was fixed, that was a minor problem!

I have yet to see the pictures that were taken. I was told that the catalog will come out some time this year. There aren't many Minis in the club but if you happen to see the catalog, you'll know whose car it is!

*Note: Moss photographer laying in the road.  
Photo by Patrick Redd*

## Mini Re-Enters Professional Rallying

Published Jul 28, 2010 Inside Line, Paul Lienert, Correspondent  
Submitted by Trevor Marshall

Prodrive Mini Countryman will contest the World Rally Championship in 2011.

Rally car is powered by a new turbocharged 1.6-liter four-cylinder engine.

Prodrive has been working with BMW Motorsports on development of the Mini Countryman WRC since early 2009.

MUNICH, Germany — Mini, with the assistance of German parent BMW and British motorsports specialist Prodrive, hopes to recapture some of its '60s racing glory, with plans to re-enter international rallying in 2011 with the Mini Countryman WRC.

Based on the production Mini Countryman S, the racing car is being developed by Prodrive to compete in selected rounds of the 2011 World Rally Championship and to contest the entire season in 2012.

Prodrive Chairman David Richards, who won the 1981 World Rally Championship as co-driver to Ari Vatanen, said, "We already have a significant number of confirmed customer orders for the new Mini rally car, with the first deliveries



BMW North America, Inc.

Prodrive has been working with BMW Motorsports on development of the Mini Countryman WRC since early 2009, with the first test-drive slated for this fall.

The rally car is powered by a new turbocharged 1.6-liter four-cylinder engine developed by BMW Motorsport to comply with FIA's new Super2000 regulations.

In the mid-'60s, the Mini Cooper won the Monte Carlo Rally three times, with Paddy Hopkirk (1964), Timo Makinen (1965) and Rauno Aaltonen (1967). Aaltonen and Mini also won the European Rally Championship in 1965.

## Jaguar Recalls 2010 XF, 2010-'11 XK Over Engine Cutout

Published Jul 26, 2010, Inside Line, Anita Lienert, Correspondent  
Submitted by Trevor Marshall

In the last issue I had mentioned all the complex electronics in the new Jaguar. Everyone jokes about Lucas Electrics but try trouble-shooting an electrical problem in a car as complex as this one! -ed.

WASHINGTON — Jaguar is recalling 5,048 2010 XF and 2010-'11 XK cars with the 5.0-liter V8 engine because of fuel starvation that could lead to engine cutout, according to the National Highway Traffic Safety Administration.

"The in-tank electric fuel pump may not be correctly activated as the fuel pump relay is not energized following a vehicle startup cycle," said NHTSA in its recalls summary of the problem. "An inadequate supply of fuel to the engine could result. Fuel starvation to the engine leads to engine stumble followed by engine cutout with minimal warning and could potentially cause a crash."

The recall is expected to begin on August 30. Jaguar dealers will download revised software to correct the problem. Jaguar owners can contact the company at (800) 452-4827.

Inside Line says: If you own one of the aforementioned Jaguar vehicles, have it checked out with your dealer ASAP.

*The Clear Hooter!*



Photo taken May, 1960 at Bob's parent's house just outside Chicago, Illinois. Note the whitewall tires

# 50 YEARS PART TWO

By Bob Prieve

*This is part 2 of the feature we ran last month on club member Bob Prieve's Triumph. Thanks to Bob for sharing this great story. I've received a lot of great feedback on it. If any club members wish to have their car or bio featured in the newsletter, just do a write-up, send a few photos, and I'll do the rest! It's stories like this one that make the newsletter more interesting.*

*-The Editor*

They say time flies when you are having fun. Maybe that applies here since I can't believe that it has been more than fifty years when I rolled out of the Chicago, Illinois Triumph dealer's lot with my new, all black TR3A.

Part two of this saga left off in September of 1981 when Jim at British Motors finished the engine overhaul. Shortly afterward with the added engine power the TR3 was ready for a new clutch. Jim took care of that job in December 1981. Reviewing the service receipts (I have saved most all of them) the next major work was done in December 1986. It was wrenched at "The Triumph Connection" in Reseda, California. The TRSC communications director, Steve Hedke and long-time TRSC member Jon Korbin had opened a parts and service shop for Triumph cars. The TR3 was running, but needed a list of repairs including rear pinion seal, new u-joints, rear seal in trans, new timing chain/tensioner, new oil pump, new a-arm bushings, and the radiator needed to be removed and cleaned. The bill for all that work came to \$686.43. Labor was up to \$30.00 per hour! The amazing thing about the receipt is that you can read every number and every word. A lot of work was done and the TR was in their shop about two weeks. I'm not certain how long "The Triumph Connection" was in business, but I was happy to know the TR was in good hands.

*The Clear Hooter!*

# Bob Prieve's TR-3



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| LABOR                |         |             |              |
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|                      |         |             | 3.50         |
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| 4   | QTS. OIL @              | 1.80  | 7.20  |
| 4   | LBS. GREASE @           | 0.75  | 3.00  |
|     | AUTO. TRANS.            |       | 2.75  |
|     | TOTAL GAS, OIL & GREASE |       | 32.35 |

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In the summer of 1990 I drove the TR to a VTR National Convention in Boulder, Colorado. It was my first VTR event and my longest drive in the car since the 1960's. Was the car going to breakdown? I felt pretty good about the trip since I was traveling with a group of TRSC members including, along with several others, Steve Hedke, Marty Lodawer, and the Clarks. I remember getting up very early to meet the group at a coffee shop off the 5 just north of the Valley. It was still dark when we headed out. A short distance later we stopped because Marty was having electrical problems with his TR3. What I remember to this day is that Marty had to drive with his lights off. That meant there had to be a car close in front and behind him to light the way. We all made it to our first stopover in Utah. I think Steve did some work on Marty's car in the parking lot of the hotel.

(Some things never change.) We all made it to Boulder with no other issues. Don't remember too much about the event except that I saw some very nice TR3's. Since my thirty year old Triumph was pretty much in original condition with faded paint, worn out upholstery, and a dirty engine compartment it did not look too good. I also remember running the autocross and thinking, "Why worry? I'm only 1,000 miles from home." The autocross was run on a near-by racetrack with orange cones set up at various spots to slow us down. That was my first autocross and it was fun!

At the end of the VTR event everyone else was going to make the trip back to LA longer and do some sightseeing. I needed to get back to work so made the two-day trip to Thousand Oaks solo with no problems.

*The Clear Hooter!*

# Bob Prieve's TR-3



After retiring from Northrop in December 1994, I started to attend some of the TRSC monthly meetings. They were held at a pizza place in Long Beach so it was a tough drive on the 405. I think I only drove the TR3 there once.

Pat and I did attend Triumphest in 1995 Palm Springs, 1996 Big Bear, 1997 Laughlin, and 1998 San Luis Obispo. The one in Laughlin was special since Pat and I won first place in the rally for the first and only time. It was just plain luck since we had sort of given up on the rally. In 1998, after running the autocross, the TR was not running well and would cut out intermittently. That was taking the fun out of driving it.

In December 1998, the TR3 went by flatbed back to San Luis Obispo and XK's Unlimited for a major update. I wanted the car to be more reliable and to be more fun to drive. I had made a list of updates that included: rack and pinion steering; another engine overhaul with new cam; new electrical including wiring, alternator, distributor, coil, etc; and a five-speed transmission from a supplier in New Zealand. After almost forty years with a four-speed with no overdrive, I was ready for an upgrade. Of course it was finished off with new black paint. It took more than a year with many phone discussions and numerous trips to San Luis Obispo.

By March 2000 the TR3 was back on the road. At that time Herman van den Akker lived close by in Simi Valley. On one of my early drives checking out the car I stopped at his house. Herman took it for a drive and really liked the five-speed transmission. At that time the only source was a kit from New Zealand that included a new bell housing and a Toyota Supra transmission. After his drive the TR3 went into his garage, got jacked up, and checked out by Herman. That was the beginning of NVDA "Triumph Transmission Conversions."

After getting some of the bugs worked out, I felt the TR was ready for the road. In 2000 I made the trip to VTR National in Portland, OR with no problems. More VTR Nationals would follow including 2002 Red Wing, MN; 2008 Ypsilanti, MI; and 2009 San Luis Obispo, CA. All these events were driven to and back except Ypsilanti where the car was shipped back to Southern California (along with three other TR's).

At the VTR events the car would always pick up an award in the car show and in the autocross except for Ypsilanti.

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At VTR Ypsilanti I received the Charles Macartney award. It is given once a year to a long time driver based on the following criteria for the car: has been used in all weather; any modifications have improved reliability/performance; high overall standard of presentation; and has been driven to conventions. My TR was my drive to work for more than 25 years. That combined with my drives to Triumph events including many Triumphests, and five VTR conventions met their qualifications.

It is now over ten years and 30,000 miles since the XK's Unlimited's restoration and the TR is holding up well. It has made a few trips back to XK's for updates and now has an aluminum radiator with a new cooling fan and a cleaned-up head with larger valves. Two years ago I had a new front spindle reinforcing kit from the Roadster Factory installed hoping to strengthen the front end.

After more than fifty years I'm hoping to keep the TR on the road for many more miles. Let the good times roll!





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FOR REGISTRATION [www.triumphest.com](http://www.triumphest.com)

**<http://clubs.hemmings.com/sandiegotriumph>**

# Ventura Motorsports Gathering

By Michelle Brownstein  
Photos by Patrick Redd



"On July 11<sup>th</sup>, the third annual Ventura Motorsports Gathering was held at Marina Park in Ventura. This was a new location for the event as the previous downtown location was still dealing with construction. As a bonus to the new seaside location, classic wooden boats were also featured along with boat rides to restaurants over at Ventura Harbor. Also in attendance was a Delahaye from the Mullin's Museum.

The weather was quite cool for the middle of July. Sweatshirts were needed for most of the day. The sun eventually broke through the fog towards the end of the event.

Vendors and sponsors along with a few car dealerships, were strategically positioned around the cars. Also on hand were vendors for car accessories, restoration services, and blended coffee drinks. Xk's Unlimited brought 2 beautiful cars as examples of their work. Southern style BBQ pulled pork, tri-tip, and ribs were available to all participants.



*The Clear Hooter!*

# Ventura Motorsports Gathering



*Porsche was the featured marque, though there were still many British cars in attendance. The show was open to marques of all countries. Participants were grouped by country.*

*It was a nice event full of unusual cars, some with interesting histories. As always, there are many more photos of the event at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)*



*The Clear Hooter!*



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## FOR SALE 1964 TRIUMPH TR4

Unfinished project car, chassis number : CT-33937-LO. Engine completely rebuilt, balance and blueprinted with all new parts \$9K invested, rear main seal leaks though. New H6 carburetors, clutch, alternator conversion, high torque starter, new radiator, O2 sensor meter, etc. Contact me for a detailed list. Overdrive transmission completely overhauled by Herman van den Akker less than 200 miles. Body solid but need complete restoration. \$7,500 OBO. Contact Rick Perrotta (818) 847-0121 daytime or rick@royerlabs.com.

### Engine Work:

Block boiled, decked, mains line honed. Crank magnafluxed, re-ground (.010) and balanced. Cylinder head inspected & decked, fitted with hardened valve seats, new guides, valves, valve springs, rocker arm rebuilt with all new parts. ARP studs and bolts throughout. New lifters, pushrods, oil pump, fuel pump, thermostat housing, all hardware is new.

New camshaft, new timing gears, timing chain & new bearings  
Flywheel resurfaced and balanced (with clutch)  
All new clutch components  
Spin on oil filter conversion, high torque starter, new radiator and all cooling system components  
New SU H6 carburetors and all linkages  
½ belt conversion and harmonic balancer  
Kenlowe thermostatically controlled electric fan

Rear crank seal did not seat properly and must be attended to before engine good to go, otherwise running well.

All technical information regarding engine rebuild and receipts available upon request.

Overdrive transmission completely rebuilt less than 200 miles ago by Herman van den Akker.

Body is solid and straight but needs restoration. Have no time to devote to this car.

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@dslextreme.com

**1963 Austin Healey 3000 (BJ7)** Red with black interior, top and top cover  
2" SU carbs (with original carbs and manifold available),  
72 spoke chrome  
wire wheels, hi-torque starter, luggage rack, a great daily driver, \$29,000  
Contact Brian (805) 494-1164

**1979 MGB Roadster.** Recent paint in original "Russet brown", light tan interior with a new black top and zip out back window. Wood trimmed dash with matching wood rimmed steering wheel, trunk carpet kit and oem luggage rack. Adjustable suspension all around, 50k miles and smog legal with new "big bore" s/s exhaust system. New tires including spare on rostyle wheels, Sebring headlight covers (removeable). A great daily driver \$8,000  
Contact Brian (805-494-1164

## **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.

## **Monthly Breakfast - CCBCC event**

CCBCC breakfast is to be held the 4th Saturday each month, at The Waypoint Café, 325 Durley Ave, Camarillo, (805) 388-2535. Occasionally, this venue will be switched to the Santa Paula Airport 1st Sunday each month. For more info, contact Bill Guzman at (805) 484-1528

## **Supercar Sunday - Hours are from 7am-10am, EVERY SUNDAY!**

Now at a new location - Westfield Promenade corner of Topanga Cyn and Erwin St., Woodland Hills. (<http://www.supercarsunday.com/>)

## **Santa Rosa Valley Car Show - Aug. 8, Rancho Santa Rosa Clubhouse**

The annual Santa Rosa Valley Car Show will be held Aug. 8 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 \$10 for the first car or \$20 for two or more cars. Spectators should arrive anytime after 9 a.m. and admission is free. 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 Space Shuttle Cafe will be on hand with its usual outstanding breakfast and lunch offerings as well as snacks and drinks. For more information call Show Chairman Mike Snow at 491-2387, Phil Reese at 491-2049 or Jim Belardi at 491-2387.

## **English Motors at Fairbrook - September 19, 2010**

The place is a lovely twenty five acre horse farm located in Fallbrook CA. We have enough room for up to four hundred cars. There will also be several vendors both auto and food related on the grass. All the proceeds of the event will benefit Meals on Wheels of Greater San Diego. For more information please visit our website [www.englishmotorsatfairbrook.org](http://www.englishmotorsatfairbrook.org) or call 760 728 0101.

## **Southern California MG Club all MG Car Show - September 12**

Automotive Driving Museum, 610 Lairport Street, El Segundo Ca 90245, Where the 105 and 405 freeways meet. For more info, contact: [SGartner@aol.com](mailto:SGartner@aol.com)

## **Triumphest - Del Mar CA, October 7-10**

All the Events You Love (And Maybe A Couple of New Ones), Autocross (For real this time!!), Funkhana, Hospitality Party, Scenic Drive, Funcours, Fun Rallye, Darts Tournament, and Awards Presentations. Our Host Hotel will be the lovely Del Mar Hilton located in Del Mar, California 15 miles north of San Diego. This location is next to the famous Del Mar Racetrack and next to many of San Diego's best attractions including Beaches, Wineries, Shopping and Restaurants. For more info and registration, please visit [www.triumphest.com/](http://www.triumphest.com/)

## **Art Center College of Design Car Classic '10 - Sunday, October 17th, 2010, at Art Center's Hillside Campus in Pasadena.**

The event has been moved from its traditional July date to ensure cooler temperatures and allow attendees to spend even more time enjoying the beautiful cars, world famous speakers, and inspiring student work.

This year's Car Classic will celebrate the thrill of motion, capturing the joy and excitement of various modes of transportation that allow us to move well beyond our own human abilities. Stay tuned for more information on exhibitors, car clubs, ticket pricing, the 80th Anniversary event and other items coming soon.

## **Seaside Highland Games, October 8 - 10, 2010, Seaside Park, Ventura**

We are excited to bring to you this great Scottish/Celtic Festival! This year along with the British car show, see Scottish dancers, pipers, a fiddler competition, herding dog demonstrations, the Scottish games, and much more! For more info visit [www.seaside-games.com](http://www.seaside-games.com).

## **Teddy Bear Run**

## **CCBCC Holiday Party**

*The Clear Hooter!*

## Who Drove What to the July 2010 CCBCC Meeting

|                       |                          |
|-----------------------|--------------------------|
| Patrick Redd          | 1990 Honda CRX           |
| C. Darryl Struth      | '54 Ford pick-up         |
| Bill Guzman           | '98 Z-28                 |
| James Karlsen         |                          |
| Ellen Quinonez        | 1999 Jag XK8             |
| Don Greene            | '68 Targa Porsche        |
| Bob Muzio             | '06 Explorer             |
| Bob Prieve            | Rode with Muzio          |
| Steve Fort            | '97 Cherokee Sport       |
| Joe Kern              | '54 Singer 4HDT          |
| Jack Waschbusch       | 95 Toyota T100           |
| Jim & Sue Thurmond    | '87 El Camino            |
| Dave & Sue Wellwood   | TR6                      |
| Martin Keller         | Lotus 7                  |
| Trevor Marshall       | Solara                   |
| Richard Armstrong     | Chevy S10                |
| Allen Merriam         | Ford Crown Vic           |
| Pat & Bill Bullough   | Camry                    |
| Randy & Debbie Manes  | TR6                      |
| Karen Behu...?        | Rav 4                    |
| Byron McCracken       | RX550                    |
| Dave Francis          | walked                   |
| Mike Benfield         | '67 Alpine Sunbeam       |
| Leonard & Judy Halpin | 04 Pontiac?              |
| Gary & Junie Cooper   | Prius                    |
| Steve & Joanie Connor | rode with Bill Rogers    |
| Bill & Carol Rogers   | Sube WRX                 |
| Radu Matea            | Walked                   |
| Paul & Karen Keener   | '08 Dodge Nitro          |
| Donna Ingram          | '96 Mustang              |
|                       | Good turnout this month! |

**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*