

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB 

Volume 27 Number 3 MARCH 2011

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



*Trevor Marshall's Morgan at Camarillo Airport*  
Photo by Trevor Marshall

Vintage Triumph Register



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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:

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Email the editor at : juniorredds@dslextreme.com

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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.  
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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



## March 2011 President's Letter

Started off the month of March with another well attended meeting on 1<sup>st</sup> where C. Darryl Struth accepted the nomination of Vice President of the club to replace Byron McCracken who is unable to continue. Brian Bastow and Dave Schuster had their Frog Eyed AH Sprites on display in the two reserved spaces that Carrow's are making available for us each month. They also gave short presentations about their cars in the meeting and we finished up with a video which, I think, was about test driving sports cars in England. It was hilarious.

The monthly breakfast was not very well attended evidently. Possibly many people, myself included, had previous commitments due to the change of the timing from the 4<sup>th</sup> Saturday to the 2<sup>nd</sup> Saturday in the month. Hopefully when we get used to the new date attendance will go back up to what it has been. The reason for the change was to space out more evenly the Monthly Meeting and the Monthly Breakfast.

Our club was well represented at the show put on by the Commemorative Air Force, Southern California Wing at Camarillo Airport we had about 16 cars on show and were joined by some CAF members with their cars. There were 3 or 4 interesting presentations about the Battle of Britain given in the big hanger, WWII memorabilia displays in other buildings and all sorts of classic aero planes on display in front of the hangers. This was all particularly memorable to me being borne in suburban West London in 1943 just a couple of miles from Northolt Aerodrome which was home to a squadron of Spitfires who provided part of the fighter cover for West London so at that time to see these aircraft flying was an everyday occurrence to me. While I wasn't there during the Battle of Britain (June – October 1940) we did have some exciting things happen. I was born in a flat (apartment) 2 miles off of the end of the runway at Northolt and when the air raids were on my mother would put my sister and myself under the Dining Room Table for cover. One evening the Germans decided that they had had enough of these Spitfires and so decided to Bomb the runway at Northolt but their navigation was not good and they dropped their bombs 2 miles short. One came through our roof and landed next to the table no more than 3 feet from me. Fortunately it didn't explode and my father picked it up and threw it out of a window. But we lived with that partly charred table about 30 years. Also Les Bedding, who was one of the main contributors to the reconstruction of the Spitfire that CAF have rebuilt, was working on these aero planes at Croydon Aerodrome in South London during WWII and the Electrical Switches were being supplied by hand by the Walter Company, who had the patent, and the representative from the Walter Company would have been the VP for that division of the company who was my father. What a small world.

Since I wrote this piece the Queens English meeting at Woodley Park will have occurred which brings on the new car show season for 2011 which in turn heralds the CCBCC show so we all need to start thinking about that.

All the Best,

Richard Armstrong

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CCBCC Board meeting at 6pm, 3/1/2011 (RDA, CDS, SW, GR, PR, TJM):

Darryl accepted the nomination for Vice President and the Board unanimously voted for his appointment.

Car Show – Sunday July 24th is now the confirmed date and Dave Wellwood is arranging the mandatory event insurance.

A "safety check" event at Kelvin Dodd's garage was proposed for April in Ojai.

Richard said that the article in the Hooter for "Car of the Month" (which he organized), and the "Show Car of the Month" at our monthly meeting with the associated presentation (which Bill organized), needed to be coordinated together. Bill confirmed that he would organize/coordinate both and Richard agreed. Jack W was nominated for the next Car of the Month to be featured in April.

Trevor proposed the monthly Breakfast be moved to the second Saturday each month to put some time between that and the monthly meeting. The Board agreed and it will be put to the general membership. Gary suggested club jackets be investigated at about \$30 each.

CCBCC Members meeting at 7pm:

### 1. General Announcements

Sue reminded attendees that all annual membership fees are now due and Richard confirmed 55 of about 83 potential members have now paid.

Two car spaces are reserved for British cars directly outside Carrows for each meeting, this month the two Sprites of Bryan Bastow and Dave Schuster were featured and each gave a short presentation.

Dave Wellwood confirmed our Car Show is Sunday July 24th and proposed Jaguar E- type as the featured marquee to commemorate the 50th anniversary - the motion was unanimously carried.

The Wine Tour was a great success and the membership thanked Michael and Allen for their hard work, Richard will ask them for the final car count

A good turnout of 22 members was recorded at the Moorpark CC breakfast on 2/26. Trevor proposed the event be moved to the second Saturday each month and the motion was unanimously carried, so Bill will confirm 3/12 to be the next with the venue.

Darryl suggested a meeting at Squashed Grapes in Ventura, possibly for a Sunday

Johnny Rockets, Camarillo (first Sunday each month) from 7-10am  
The Cottage meet in Ventura 9am-12noon (3rd Saturday every month - Darryl)  
Supercar Sunday – 7-10am (Westfield Promenade Mall) 6100 Topanga Canyon Blvd

Raffle held by Gary Rice

Patrick showed a video provided by Trevor of a BBC TV episode featuring Morgan, there are another two available. Trevor undertook to bring an extension cord.

- Meeting closed 8:40pm

Trevor J. Marshall - Recorder

## A Suprise

Last year I volunteered my car for use on some Moss Motors advertising. My car was used on one of their parts catalogs last year. During the shoot, the photographer took several shots. Last week I got a new catalog in the mail and to my suprise I was on the cover! I had no idea my car would be used more than once. It was a nice change to find something good in the mail rather than the usual bills and junk mail.

I want to say thanks to the membership for the contributions I've been receiving for the newsletter. With the content I've been getting, I think the newsletter is getting even better. I received a few complements via email, some from as far away as Delaware and UK. We even have a reader way out in Western Australia! Keep those contributions coming!

Patrick Redd

Webmaster/newsletter editor



## Designer reimagines the E-Type Jag

Originally published at <http://www.topgear.com/uk>

Remodelling the E-Type Jag is like remodelling Joanna Lumley. Yet somehow, Swedish designer Bo Zolland has risked blasphemy, a spell in the Tower and probably the Ghost of Enzo Ferrari to create the 'Growler': how an E-Type Jaaaag might look today. And it looks spiffing. It's apparently based on an XKR complete with a 5.0-litre V8 tuned to produce around 600bhp. Then there's that bodystyle...mmmm. Sure, it could do with a better name, but you have to admit, it's quite a design, no?



*Editor's note: I didn't like the look of the car with 4 headlights. I wanted to see how it would look without them so I removed the smaller lights and increased the size of the remaining headlights. What do you think? I like it even better!*

*The Clear Hooter!*



## The Saga of *"Sweet Baby James"* (SBJ)

By BRIAN BASTOW

Photos by Dave Wellwood

Our 1958 Austin Healey "FrogEye" came into our lives in May 1987 via the Auto Trader and was needing a "Good Home". The original intent was to purchase the car for my son well prior to his 17th birthday and this was to be his first car (rather in the same way that mine had been a 1928 Austin Seven chassis and running gear that I re-bodied as a "racy", in my eyes anyway, open two seater). This was not one's usual car purchase where one does a quick drive around the block and a price negotiated. Leona (the previous owner, who, each Christmas expects an update on SBJ), asked numerous questions to confirm that I was a qualified potential owner of her much loved Austin Healey, such as would I be able to double de-clutch, and was I able to heel and toe shift and would I be comfortable with a manual gearbox with no synchromesh on first gear? Having previously owned an Austin Healey 100/6 (an ex BMC works sponsored rally car) helped quiet Leona's fears about my being a "proper" and "fitting" future owner for SBJ. The fact that I speak with an English accent may also have helped! So I was now qualified to go see the car. The FrogEye was just what I wanted as I planned to use the car on a regular basis until my son would be able to take it over. It was a very original looking British Racing Green "Bug Eye" complete with a really sturdy roll over bar. Gone was the 948cc engine replaced by a 1275cc engine together with the later style gearbox, disc brakes in the front and wire wheels all round. It even had the side screens and a newish soft top. After impressing Leona that I could drive drive "properly", the car was ours.

The open top drive home from Pomona to Thousand Oaks was delightfully uneventful and convinced my son that this was definitely the only way to go! Now for the hard dose of reality ..... After our Insurance Agent finally stopped laughing at the prospect of a 17 year old driving a "sports car" ("but it only has a 1275cc engine, smaller than a Harley Davidson motor cycle" having absolutely no effect!), we moved to Plan B. This was certainly helped when my son's younger brother announced, after looking at the front of the car, that it looked "ludicrous" (not a bad word for a 11 year old!). Plan B was that Dad would keep the FrogEye, a decision I have never regretted, and we would get my son something "safer". In due course a 1966 VW Baja Bug in desert camo, monster rear tyres, all around nurf bars and a roof mounted snorkel oil cooler was found and duly registered as a 1966 VW Beetle much to our Insurance Agent's great relief. The Baja gave great service and saw my son through college providing lots of interest to fellow students along with the local police and was at the same time a little different from the typical college student's car .... But that is another tale. So Dad became the proud owner of SBJ and it continues to this day to give great service, remains great fun to drive attracting interest from a whole range of people and is used on an every day basis. Over the years the engine has been rebuilt with a mild street cam to give a little more "umph", the rear axle ratio

# Brian Bastow's Frogeye Sprite



has been changed to give quieter freeway use and just recently a five speed gearbox was added to provide more restful freeway cruising. (Thanks to Jim at British Motor Cars in Thousand Oaks). Also as club members have probably noticed, the car is no longer British Racing Green but is now a sizzling yellow. (Thanks Dave for so effectively revitalising SBJ, Leona really approved when she saw the pictures). In conclusion let me stress again that the "FrogEye" has been my regular driver for the past 19 years and before my management consulting job and now retirement, I would typically do about 12,000/15,000 miles per year. I have tended not to use the car in really heavy rain for a couple of reasons; firstly when it was dark green other drivers just did not seem to see you! and secondly, the electrics (particularly the distributor) were very susceptible to water (but I did find that a carefully fashioned plastic bag helped solve this problem). I have modified the car to make it a very practical car to use on a regular basis but kept it's original charming character. It is amazing how many people I have met who say "I used to have one of those in College and it was a great little car" and the car has been photographed with the children of parents who had a Bug Eye at some time. Sadly many people also observe that one does not see many Bug Eyes anymore! Would I do it again ..... definitely!

The previous article was written for "The Hooter" in 2006, since that time SBJ has been joined by a 1971 MGB GT and a 1979 MGB Roadster and so has not been used quite so often. But all three cars remain road ready and I still thoroughly enjoy driving the Austin Healey Frogeye as this still seems to attract the most interest and puts a smile on people's faces when they see it. This is especially true when I have my mountain bike tied to the roll bar! Without any question, looking back over the past 25 years of ownership, the biggest "drivability" improvement was the addition of the five speed gearbox as this means that one can easily stay with freeway traffic. I would recommend to anyone that plans to use a Frogeye / Bugeye as a regular daily driver that one adds this enhancement. Although not available from Moss Motors (yet, I am told) they are currently available from Quantum Mechanics Ltd, at 505 Wheeler Road, Monroe, CT. The contact person is John Esposito on (203) 459 9612 So, five years on, would I do it again ..... Definitely!!





# Battle of Britain/ Warbird Appreciation Day

By Trevor Marshall  
and the VC Star



Photo by Trevor Marshall

The throaty roar of aircraft sounded in the skies and the Battle of Britain was waged again above Camarillo earlier this month.

The Southern California Wing of the Commemorative Air Force celebrated both the 70<sup>th</sup> anniversary of the famous battle and the 75<sup>th</sup> anniversary of the first flight of the Supermarine Spitfire, the plane that came to symbolize Great Britain's struggle against Nazi Germany.

"We started doing a warbird appreciation day last year," said John Woolley, museum director and executive officer for the CAF wing based at Camarillo airport. "We started with our F6F Hellcat and then our P-51 Mustang. But with this important anniversary, it was obvious we had to feature our Spitfire," he said.

The CAF acquired its Spitfire in 2005. The plane has undergone more than five years of restoration, including a completely refurbished Rolls-Royce Griffon engine. "There were 24 different Spitfires types and the one we have is a Mark XIV," Wooley said. "It saw service in India in 1945 and later."

Woolley said that the Mark XIV was designed specifically with a larger engine for the purpose of shooting down German V-1 buzz bombs.

"It was fast enough that it could get above the rockets and then come down on them. It destroyed more than 1,300 of them," he said.

The CAF just got its Spitfire flying this month.

"This plane is really the symbol of the Battle of Britain," said Pat Brown, public information officer for the CAF. "It's really a thrill for people who may have been there or who had relatives there to see it," she said.

"The Spitfire is to Britain what the P-51 Mustang is to the U.S.," Woolley said. "They were both symbols of the struggle to free Europe and the technological prowess of their countries."

"I actually got involved after my 15-year-old daughter did," said Greg Bauman, a CAF Spitfire crew member. "She would come here and I'd ask her what she did and she told me she put coolant tubes on a Spitfire. I figured I had to see that," he said.

"There were about 900 Mark XIV's built," said Bauman. "There aren't that many left flying, either. Probably less than 10," he said. "It took a lot of work to get this one back together and flying. There are about 100 feet of coolant tube alone in this engine."

*Edit from Ventura County Star*

# Warbird Appreciation Day



Photo by Trevor Marshall

On Saturday March 5th the Commemorative Air Force (CAF) Southern California Wing invited our car club to their Warbird Appreciation Day featuring the Supermarine Spitfire Mk XIV. This aircraft played a crucial role in securing victory at the Battle of Britain which was fought over England during 1940. When Hitler asked Goering what he needed to ensure defeat of the Royal Air Force, he famously answered "a squadron of Spitfires".

Over a dozen British cars were parked alongside various aircraft kept at the Camarillo museum, and hundreds of spectators enjoyed viewing both our cars and the aircraft, together with other aircraft that are actively undergoing restoration in the hangars. The culmination of the event was the takeoff, flight and landing of a Spitfire together with a P-51 Mustang which has also been restored. This particular Spitfire (registered N 749 DP) was actually used by the Indian Air Force from the end of WW2 before restoration started in 1977. Very few of these historic aircraft now remain.



Photo by Bob Prieve



Photo by Trevor Marshall

*Some of the British cars that were parked amongst the planes. For more of Trevor and Bob's photos from the event, check out the photos page at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)*



*The Clear Hooter!*

# Warbird Appreciation Day



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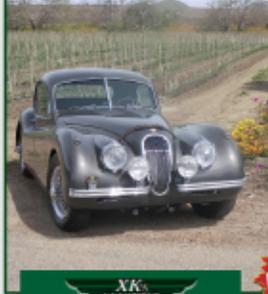
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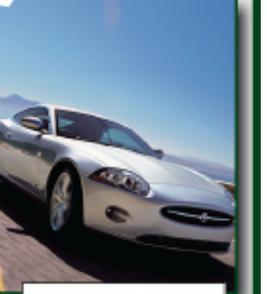
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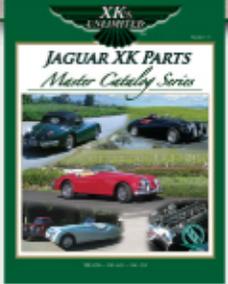
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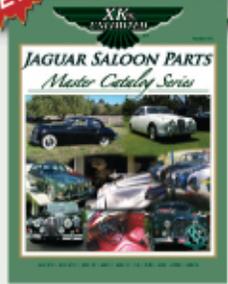




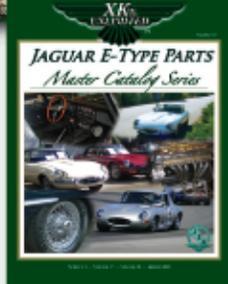




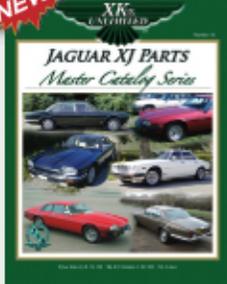
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See our website at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)

For additional information regarding membership please contact our membership chairman:

Paul C. Keener pcktools@jetlink.net Phone: 805-642-1690

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## **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 2<sup>nd</sup> Saturday 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

## **7th Annual La Jolla Motor Car Classic, Sunday, April 3, 2011 from 9:00 am to 3:00 PM**

Historical Society will pay tribute to some of the world's finest automobiles at the 7th Annual La Jolla Motor Car Classic, at the beautiful La Jolla Cove. For more event info, please visit <http://lajollamotorcarclassic.com/>

## **Auto-x Events - April 30, 2011**

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

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

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

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

## **Targa California 2011, April 7-9**

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

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

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

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

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

## **2011 MG Rally, June 13-17 in Reno, Nevada**

The North American Council of M.G. Registers presents our fourth all-Register gathering to be held at "America's Adventure Place" Reno-Tahoe, Nevada. A mid-week convention, this will be an M.G. vacation guaranteed to provide lasting memories for all in attendance! Please visit <http://www.blueskyz.com/mgreg/sgselect.asp> for more information as it becomes available or e-mail: [MG2011INFO@AOL.COM](mailto:MG2011INFO@AOL.COM)

## **California Association of Sunbeam Tiger Owners - Tigers United XXXIII, Thursday June 16<sup>th</sup> - Sunday, June 19<sup>th</sup> in Long Beach, CA. at Queen Mary.**

For a full schedule of events, please visit <http://catmbr.org/>

## **Ventura Motorsports Gathering - Marina Park, Ventura CA, July 9-10**

## **CCBCC Car show - Channel Islands Harbor July 24<sup>th</sup> - This year we'll be celebrating 50 years of the Jaguar E-Type!**

Who came to the March 2011 CCBBC Meeting

**Meeting was well-attended but a list wasn't available when this issue went to press.**

-the editor



**The Hooter is available online and in full color! Visit [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com) to check it out.**

Photo by Bob Prieve

## **The Clear Hooter!**

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