

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 28 Number 5 MAY 2012

WWW.CENTRALCOASTBRITISHCARCLUB.COM



*Randy Wilson racing his Morgan
at the British Extravaganza, Buttonwillow*
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:

CARROW'S RESTAURANT
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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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P.O. Box 503
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

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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

The Clear Hooter
May 2012 Presidents Letter

Well, here we are in May and as usual it's a relatively quiet month for the CCBCC. We held our regular monthly meeting on Tuesday 1st when we voted for a small change in the Bylaws to have the President only vote at board meetings in a case which would otherwise be a tie. Other than that there was not a lot of news. On May 12th we had arranged to get a Plant Tour at Moss Motors in Goleta but their staffing did not make this possible and we had to cancel but they are keen to reschedule this event and I'm told that their senior staff are prepared to make this a success for us, maybe we could make this in June and continue on for lunch at the Goleta Beach Cafe. I will bring the subject up at the next club meeting.

As this year is the 50th Anniversary of the MG 'B' and it is the Marque for this year's Club Car Show, I thought I would give you a brief history of the car. Realizing that some members of the club may well know more than I on the subject, their additions to the story would be very welcome.

The MG 'B'

First of all let's establish where the MG Car Company came from. The Morris Car Company had been in existence for some time when in 1923, 24 or 25 (the year is disputed) one of their dealers named Morris Garage in Oxford started to modify the body work of Morris cars and gave the new models their own initials 'MG'.

In May of 1962 the 'MG Car Company', which by then was part of the 'British Motor Corporation' conglomerate, launched the MG 'B' to replace the MG 'A' which had headed up their sports car line since 1955. The MG 'B' was the most successful MG ever built. It was the first of their line to use a monocoque chassis and was powered by a development of the MG 'A' engine enlarged from 1622cc to 1798cc with a 3 bearing crank which was later redesigned to be 5 bearing. The carburetors were 1.5 inch twin SU's and the drive was via a four speed gearbox with no synchromesh on first gear. The original model was a Roadster strictly two seater ragtop on 14" wheels.

In 1967 the Mark II was launched with some gearbox changes, an Alternator replaced the Dynamo, the system went to negative earth (ground) and reversing lights were added, the floor pan was flattened out and Rubery Owen wheels replaced the original pressed steel style. 1970 and 1972 saw various changes to the front grill and the rear bumpers were split in 1970 but returned to original in 1971.

The Mark III arrived in 1972 with mainly interior changes and 1974 saw the introduction of black rubber bumpers and various changes to meet American regulations added weight and reduced performance to a point where the car lost its appeal. A total of 512,243 MG'B's were built between 1962 and 1980.

In 1965 the fixed head version called the 'B' GT was introduced with a hatchback effect designed, as are so many British cars, by Pininfarina of Italy. Although production of this model continued until 1980 export to the US ended in 1974. This was said to be a 2+2 configuration but that's in someone's dreams although there is plenty of luggage space. In spite this model being heavier than the Roadster, that is somewhat compensated for by the improved aerodynamics, giving it slower acceleration but an improved top speed.

All the Best,

Richard Armstrong
CCBCC President



Central Coast British Car Club Meeting - APRIL 2012

General Announcements

Richard reminded everyone that Membership Dues were due in February.

Richard also asked members to provide Videos for club meetings, along with articles for the Hooter, volunteers for "Car of the Month" to show their car and write and speak about their pride and joy.

Moss Motors plant tour Saturday May 12th – everyone attending will meet at Golden China at 8:30am – leave parking lot together at 9:00. Lunch will be at Goleta Beach Café (this will replace Club breakfast)

Bi-Laws change: Added paragraph stating President only votes (at Board Meetings) if there is a need of a tie breaker. Richard made the change to the Bi- Laws, Board voted and approved change. A unanimous vote to change was made by Club

Reminder to sign up for Glow & Show – space is limited. Also for Mullin Museum/Tower Club Lunch for head count

2.Ongoing and future events

Car Run to Moss Motors for tour and lunch at Goleta Beach Café,

Sat May 12 Wheels and Waves Santa Barbara May20th CCBCC Car Show Sunday July 22nd Glow & Show car show – Saturday July 28th, Santa Paula

Wheels and Waves Santa Barbara, Sunday May 20th 9am Mullin Museum/ Tower Club Lunch Saturday June 2nd

The Cottage meet in Ventura 9am – 12 noon (third Saturday of every month) Ventura Motor Sports & Race Car Club show –

Sunday July 15th Raffle held by Pam Remlinger with some fun new prizes

Triumph Fest – Flagstaff, AZ in September (exact date TBD)

Meeting closed 8:00pm

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This season the show *Mad Men's* story line has been revolving around the Jaguar E-Type. For those not familiar with the show, Jaguar and the cars have been mentioned with regularity this season as the fictional mid-1960s advertising agency Sterling Cooper Draper Pryce vies for its business. The E-type is portrayed as an object of lust. Set against backdrop of glamorous Madison Avenue nearly 50 years ago, it still looks dazzling, especially on today's high-definition televisions. From Don Draper boozily working the gearbox of an E-type to a stereotypically sleazy car dealer seeking sex in exchange for his approval of an advertising campaign, Jaguar isn't exactly burnishing its image with its string of recent appearances on the popular TV drama.

When is the last time that people who are not car enthusiasts were this abuzz over Jaguar, and this familiar with the gorgeous, timeless 1960s XKE? For those who subscribe to the theory that all publicity is good publicity, Jaguar is enjoying a bonanza.

On the show, the crew manage to land the big Jaguar account. There are some downers, most notably when one of the characters, Lane Pryce, tries to commit suicide in a parking garage. He goes through the ritual of setting the car up with hoses running from the exhaust to the interior of the car where he plans to end his life via carbon monoxide poisoning. Once everything is in place, he broke his glasses, settled into the driver's seat, and turned the ignition key, only to find that his XKE won't start. The scene then cuts to Pryce under the bonnet, holding half of his eye glasses to his face, as he's fiddling with the car to try and get it started. A researcher for *Mad Men* actually called Jag inquiring how to make it not start. Is it a surprise to anyone that a 1960s Jaguar didn't start on occasion? Car guy or not, most older people know that the consistent reliability of most vehicles today is a fairly recent occurrence. Plenty of cars from the era didn't start for a very good reason, or seemingly for no reason at all.

The show airs on AMC at 10PM on Sundays. For more on the show and past episodes, check out <http://www.amctv.com/shows/mad-men>.

By the way, Pryce hanged himself in his office, with no Jag assistance.

Patrick Redd
CCBCC Editor

Austin Healey for sale

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 2011. 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





Rights of Spring

By Bob Prieve



The Clear Hooter!

Rights of Spring Drive



I missed the last TRSC drive through the Santa Monica Mountains, the Falling Leaf drive, due to being out of town, so I wanted to make the spring drive. The Rites of Spring Drive was held on Saturday, March 31, 2012. In the morning it was a little misty out there, but looked like it could clear up. At the last minute my wife Pat decided she would come along. Fortunately, the top was up. That turned out to be a real good thing, because later that day the visibility was very limited, and I ended up leading a group of cars due to a stop at a stoplight. It helped having an extra pair of eyes looking for street signs.

It turned out the west valley was a lot wetter than Thousand Oaks. Oh well. I heard some one say there were 17 cars, and most of them were TR's. A nice group. Off we went and it was fine until we started going up. The visibility quickly got very poor. You had a hard time seeing the car in front of you. After a stop for that red light, I was a lead car. Great! Pat and I did our best to stay on the road and not miss any of the turns. I noted the car behind me was staying close. Then we caught up to the front group, who had stopped. The leader, Bob Muzio, was changing the route. We were going to take a lower route to have better visibility. That sounded like a really good idea. Also, a good idea was a rest stop at the Paramount Ranch where we checked out the former race track there. Then it was a drive past the Rock Store for possible photos of the cars, then past a possible look at a two humped camel in some one's backyard. I did not see it, but Pat saw both the camel and a zebra. Then on to PCH and to Coogie's for lunch. Made it home without problem, but of course a black car needs to be cleaned pretty quick. Thanks to Bob Muzio for another fun outing.



It was a good turnout, especially for a rainy day!



Paramount Ranch



Part of the old Paramount Ranch race track that still remains



PHOTOS AND WORDS
BY PATRICK REDD

British *Extravaganza*

The first week-end in May marked the return of the British Extravaganza to Buttonwillow. Last year the event was moved to early June where it actually rained. This year there was plenty of sunshine and comfortable temperatures - just right for racing.

Last year the number of entries was on the low side, no doubt from racers not having the budget to race due to the state of the economy. This year HSR joined forces with VARA which made for a good showing. One of the race groups had more than 50 cars!

Having such a large number of cars out on the track at one time meant there was bound to be some incidents. A Lotus Elan lost a rear wheel on one of the turns. There were also several spin-outs which brought out the yellow flags. Several racers received 2 lap penalties for passing under yellow. CCBC's Randy Wilson narrowly avoided a Fiat Abarth that had a spin in front of his car.

The pre-war class featured several Morgans, MG's, and an Alva. A couple of the early cars ran with a passenger who controlled the braking. When you see how primitive these older cars are how brave (or crazy) the drivers were back in



British Extravaganza - Buttonwillow



the day. I put together a video of the pre-war class, made to look like the old British newsreels comply with period music. Look for it in the photos section of the club website.

CCBCC members Randy and Delores Wilson were there racing their yellow Morgan (see cover photo). As I mentioned earlier, Randy had a few close calls. He reported that his car started to develop a misfire but he made it to the end of the race without further incident. I had placed an on-board camera in his car to capture some video but the combination of the vibration from the car and my not making the mounting adjustments not tight enough didn't made for a good capture.

As I write this article, the open wheel cars are out on the track. If you're a race fan and have never been to a vintage racing event, I highly recommend it. The sights, sounds, and smells of racing are something that are completely lost when watching racing in TV. The pits are full of good people who don't act too important for people to approach and ask about their cars. Many actually enjoy it.

www.centralcoastbritishcarclub.com



This Lotus Elan lost a wheel on one of the turns.



CENTRAL COAST BRITISH CAR CLUB PRESENTS:

50 YEARS OF THE MGB



July 22, 2012 Channel Islands Harbor Oxnard, CA



Visit www.centralcoastbritishcarclub.com for the latest show info.



CENTRAL COAST BRITISH CAR CLUB PRESENTS:

50 YEARS OF THE MGB



22nd ANNUAL

Ventura County British Car Show and Swap Meet

CHANNEL ISLANDS HARBOR, 3600 Harbor Blvd. Oxnard, CA

Sunday July 22th, 2012 – 9 am – 3pm

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

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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 ____ / ____ / ____

Use our online registration at www.centralcoastbritishcarclub.com or make checks payable to: CCBC

Mail payment to: 2012 CCBC SHOW • BOX 503 • VENTURA, CA 93002

For additional information, contact:

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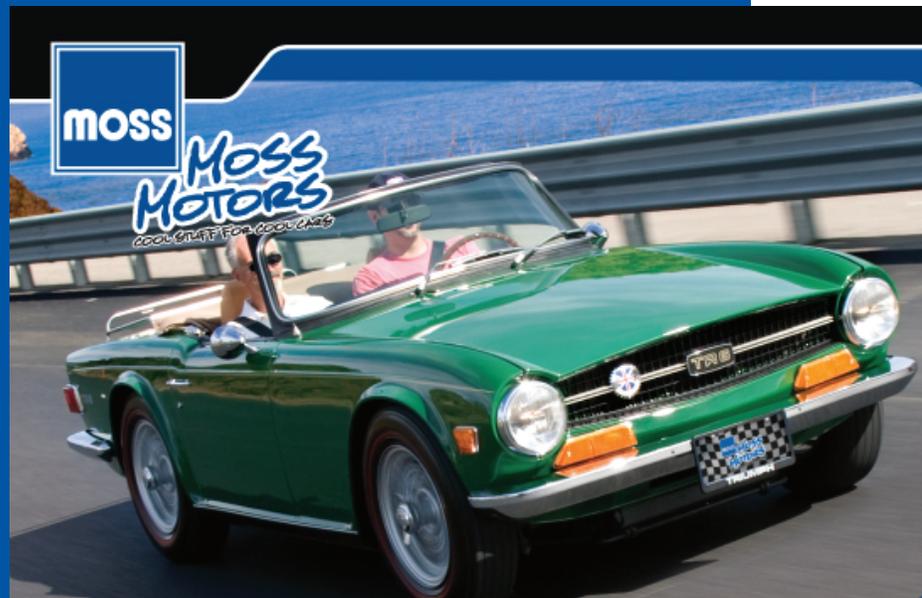
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A vision to revive Triumph Car designer Wayne Westerman calls for the resurrection of a British classic

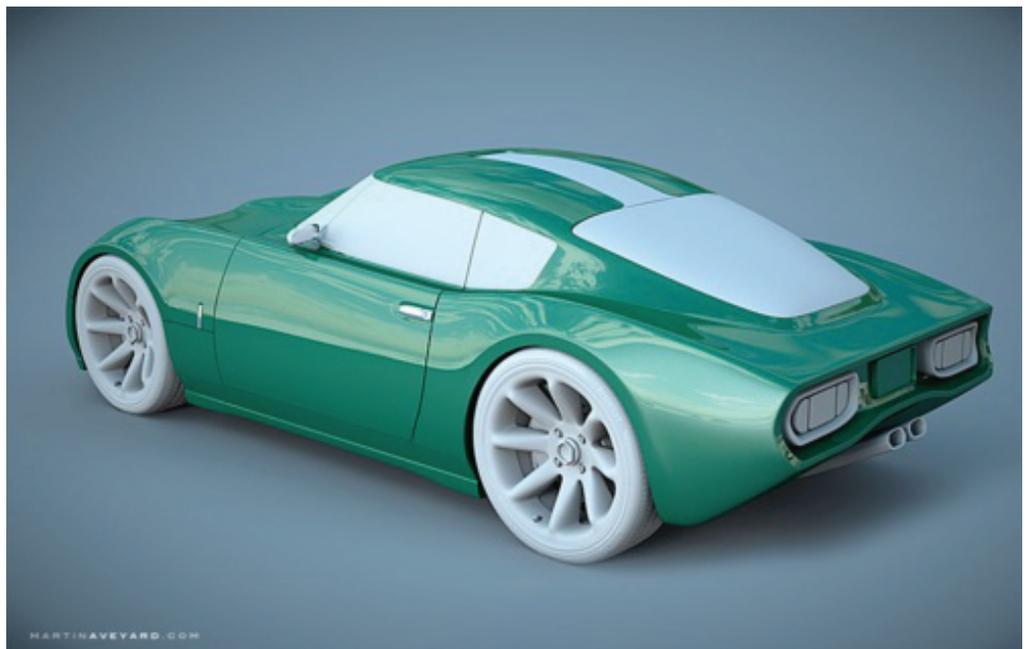
Text edit from www.telegraph.co.uk/motoring

With the current revival of MG and an industry-wide tendency to boost brand values with retro styling and pastiche versions of classic models (think Audi's TT, BMW's Z3, Z8 and MINI, VW's new Beetle, Jaguar's S-type and so on), it was surely only a matter of time before someone looked at the almost forgotten British marque of Triumph. As a designer working in the auto industry and the owner of a Triumph GT6 MkII, I felt compelled to undertake the project myself. The GT6, a hard-top, two-litre development of the Spitfire sports car, might at first appear an unlikely choice to revive the Triumph brand; in its seven years of production (1966-73) it was never as popular as the Spitfire, nor was it as spacious as the Stag. However, in its first three iterations, the GT6 offered fun, practical motoring at an affordable price. This is an empty niche in today's market and one a GT6 MkIV would fill perfectly...



Triumph purists will be pleased to know that the one-piece front-end/bonnet is still evident and conceals a straight-six engine, albeit with increased power and capacity. The power bulge and air vents on top of the bonnet are design cues that have also been carried over from the original. The vents have been simplified aesthetically, but as chrome decor pieces they are now a more prominent feature.

Although the original car's proportions have been maintained - a short rear overhang and a long bonnet - the MkIV has grown considerably. Modern safety legislation and motoring comforts such as airbags and air-conditioning make it almost impossible to package everything into a car the same size as the original: just look how much the MINI has grown.



These images are my design fantasy and are purely speculative, but give a clear impression of how a new Triumph GT6 could look: a blend of svelte, classic lines stretched taut over modern proportions and fused with clean, simple details. Now

could be the time for the triumphant return of a much-loved British brand. If BMW is listening...

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.

San Marino Motor Classic - June 10, 2012 at Lacy Park in San Marino, California

Automobile Weekly called the 2011 San Marino Motor Classic, "Pebble Beach South." Enjoy a day in one of southern California's most beautiful parks adorned with over 240 Classic and Collector Cars. Buy your tickets before the event for \$25.00 or on the day of the event for \$30.00. Enhance the experience with a VIP Ticket that includes a gourmet lunch and fine wines and beer, only \$125.00. All tickets can be purchased online. Check out www.sanmarinomotorclassic.com for more information.

Ventura Motorsports Gathering Tour - Saturday, June 16

The Ventura Motor Sports & Race Car Club will have their annual one day sports car Tour Saturday June 16, 2012. We meet in front of the Mission in downtown Ventura. Starting there, we will caravan as a group and drive on the back roads of Ventura County to visit a fantastic private museum of about 100 50's and 60's sports and micro cars in Newbury Park. Then we take more back roads, via Somis, through Balcom Canyon and Santa Paula to Boccalli's at the foot of Dennison grade in Ojai, for a leisurely delicious outdoor buffet lunch. Finally we drive to the Oak Creek Winery in Oak View for some wine tasting under the Oak trees. We will meet for the Tour starting at 8:00 a.m. on Main Street in Ventura in front of the Mission and depart at 9:00 a.m. For more info, please visit www.venturamotorsportsgathering.com

2012 Father's Day Car Show at the Harbor - June 17, Channel Islands Harbor

The Milestone Car Society will be having their annual Father's Day car show at Channel Islands Harbor. Show is open to all years, makes, and models. For more info on the show, please visit http://milestonecarsociety.com/mcs_2012-fathers-day.html

Ventura Motorsports Gathering - Marina Park, Ventura CA, Sunday, July 15

For more info, please visit www.venturamotorsportsgathering.com

CCBCC Car show - Channel Islands Harbor July 22nd - This year we'll be celebrating 50 years of the MGB!

Keep an eye on our website for the latest show information - www.centralcoastbritishcarclub.com

5th Annual Citrus Classic Balloon Festival: Friday & Saturday July 27 & 28, 2012

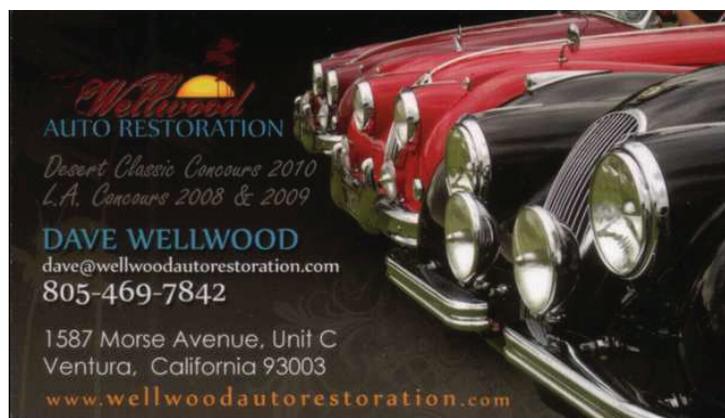
Mingle with balloon pilots, enjoy outdoor dining, wine and beer tastings, car show, browse arts and craft vendors, connect kids with interactive, fun discovery of agriculture and balloons, relax with live music. CCBCC members have been invited to attend the car show. For more info, please visit www.citrusclassicballoons.com or call 805-525-2057 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 Saatchi Coachwork, AC and AC Cobra, Sport Customs, and German motorcycles. For more info on the week's events, please visit www.pebblebeachconcours.net



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Who came to the May 2012 CCBCC Meeting

Patrick Redd

Steve Remmington

C. Darryl Struth

Richard & Diane Armstrong

Pam & Chuck Rimlinger

Martin Keller

Mark Costello

George & Barbara Plyley

Byron McCracken

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