

*Holiday Brunch • LA Auto Show • Imperial Palace*

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 28 Number 11 NOV-DEC 2012

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*2013 Jaguar XKF*  
Photo by Patrick Redd

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Are held at 7:00 pm on the 1st Tuesday of each month unless it falls on a holiday at:

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**2012 GENERAL MEETING DATES**

JAN. 0, FEB. 7, MAR. 6, APRIL 3, MAY 8, JUNE 5,  
JULY 3, AUG. 7, SEPT. 4, OCT. 9, NOV. 6

Board meetings take place according to the needs of the club, usually before or after the club's General Membership Meetings, but as often as is deemed necessary at the discretion of the Club President.

**NEWSLETTER**

THE CLEAR HOOTER is your Club Newsletter and it is published monthly, 12 times a year. The deadline for submission of any (CAMERA READY or digital) ads, stories, reports and information that you'd like to see in the next CLEAR HOOTER is the first Friday of each mo. Items may be sent to:

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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



The Clear Hooter

Nov/Dec 2012 Presidents Letter

Well here we are in November and we seem to be getting toward the end of the month for publishing the 'Hooter', the end of December will be really busy for us all so this will probably be the last issue for 2012. Also, Patrick is very busy at work and things these days so the club voted to only issue the Mag. every two months, to ease the load next year but we members still need to supply him with articles. We can't expect the guy to do it all himself.

On Saturday November 10 a group of us went to the "Logdon's Restuarant" at Santa Paula Airport and sat in the back room which had huge windows so we could watch activities with the aircraft as we had a great breakfast and chatted. There were about 13 of us, the menu was extensive, the food was good and everyone had a good time. I think we ought to do go there more often.

On Sunday the 4th C. Darryl Struth organized the "Annual Teddy Bear Run". I wasn't there for the start but I'm told that there were quite a few cars, the weather was perfect and we had quite a crowd meet at the "Old Creek Winery" for lunch and wine tasting afterward.

Next Sunday December 2nd will be the clubs Christmas Brunch at the Sheraton Four Points Hotel. We all had a fun time last year and I'm looking forward to another great event.

## MC LAREN F1 CARS

Last month I wrote about British Formula 1 Racing cars made by Lotus, this month I thought I'd write about McLaren made F1 cars. Now I know some of you might say 'but McLaren was from New Zealand' well you are right, Bruce McLaren was from Auckland but his company and it's cars were 100% British. And you might ask is there a connection between Lotus and McLaren, well, for me there is. You see, as I've written before, after I blew up the 1500cc Ford GT engine on my Lotus 7 in 1973 some friends of mine, who happened to be racing car mechanics working for McLaren Cars, Blue Printed the engine for me as a 1600cc Formula Ford. Even with a 12,000 RPM rev. limiter on it was still a Jag. eater.

Another interesting comparison between these two companies is that they both have two stories. The first about the success of their founders and the second about how they declined after the passing of their founders but were brought back to be successful with new management.

Bruce McLaren was a moderately successful young racing driver in New Zealand when he won a Scholarship in the Australian 'Driver to Europe' series. In the UK he started work for Cooper in the early 1960's in various racing series and made his debut into the Grand Prix (pre

## Central Coast British Car Club Meeting - December 2012

Hello Everyone,

The first Tuesday in the month of January 2013, which would normally be our Club Monthly Meeting, falls on January 1 and several people have expressed the view that this is not a good time to meet. Your Club Board have tried to make alternative arrangements but with the Holiday Festivities and Sporting Events around this time, nothing seems to work for everyone so we have decided, as we did for 2012, to cancel the January meeting and have our first regular meeting on February 5.

This will be the Tuesday after our Annual Vineyard Tour Week-end on February 1, 2 & 3 so don't forget to make your reservations at the Cottage Inn (773-4617) in Pismo Beach ASAP.

So! Have a very Merry Christmas and we'll see you all in the new year!

Richard Armstrong  
CCBCC President

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## TWO MAYANS

The tequila is ready,  
you want some?



I'm working on this calendar,  
but I guess if I don't finish it,  
it won't be the end of the world.

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## 7 DAY FORECAST

SUN	MON	TUE	WED	THU	FRI	SAT
42°	45°	45°	40°	45°	1250°	
	38°	40°	35°	30°	1147°	

Seeing that the world didn't end on the 21st, I guess hurry up and get the newsletter finished afterall! -The editor



F1) Series for his own McLaren Team in 1966. Nothing outstanding happened until 1968 when fellow New Zealander Denny Hulme joined the team and the new Cosworth DFV engine was fitted into the latest chassis, both drivers won Grands Prix races and the team took second place in the Constructors Championship. 1969 was a great disappointment with only one win and that years four wheel drive experiment was a flop.

The 1970's was a mixed decade for McLaren starting out with drivers Hulme and McLaren but then Bruce was killed while testing one of his Can-Am cars and the team had no more wins until 1973 and third place Constructors Championship driven by Peter Revson. In 1974 Emerson Fittipaldi won the Drivers Championship and with the aid of Mike Hailwood (ex motorcycle World Champion) McLaren again won the Constructors Championship. In 1975 James Hunt, affectionately known for his aggressive driving as Hunt the Shunt, took the Drivers Championship but after that things sort of fizzled out. Early 1980 continued much the same until, our second story begins when, McLaren was bought out by Ron Dennis's Project Four Team and their mutual sponsors Philip Morris (using the trade name of Marlboro). Dennis had a designer named John Barnard who had ideas about building a Formula 1 chassis out of carbon fibre instead of the conventional aluminium. They continued using the Cosworth DFV engines until Dennis persuaded Techniques d'Avant Garde (TAG) to sponsor Porsche-built turbo engines built to Barnard's specifications and become a partner. John Watson won McLaren's first F1 International Motor Racing victory at Silverstone in 1981 but was then replaced by Niki Lauda who returned after 2 years retirement from motor racing and won the Drivers Championship in 1984. Alain Prost became part of the team that year and was soon joined by Ayrton Senna. These two drivers between them earned six Drivers Championships and four Constructors Championships from 1985 to 1991 for the team. It was not until 1998 that McLaren won another title when Mika Hakkinen won both championships for them and also retained the drivers crown in 1999. For the next several years McLaren were not very dominant although in 2005 they did have a very fast car that brought them close to the championship and in 2007 Lewis Hamilton and Fernando Alonso finished level on points but a fraction short of the drivers title. Hamilton gave the team the Drivers Championship in 2008 and was later joined by another Brit, Jensen Button, who had been Drivers Champion for Ross Brawn in 2009. Hamilton has now moved to Mercedes and Button is joined by a relatively unknown, Sergio Perez for the Formula 1 , 2013 season, so we'll have to see what happens.

See you next year!

Richard Armstrong  
CCBCC President



# Los Angeles *Auto Show*

Photos and story by Patrick Redd



Growing up in SoCal, I went to the L.A. Auto Show every year. It used to fall on my birthday. It was an annual outing filled with anticipation and excitement. I would run around the show floor, sitting in cars, and taking snap shots with my Kodak 110 Instamatic. I'd grab one of the handout plastic tote bags and begin filing it with as many brochures as my arms could carry. After I walked the halls, my tote must have weighed 20 pounds, the plastic handles digging into my fingers. For the rest of the year I'd look through

those brochures, dreaming about the cars I hoped to own someday.

Fastforward a few years and I'm still doing the same thing, only now I have a media pass and a better camera. I recently went to media days at the show with fellow CCBCC member Bill Rogers. Being able to attend on these days comes with a lot of perks - smaller crowds (which makes for better photo opps), experiencing the showmanship of the latest reveals to the media, free drinks, lunches, and snacks, and the chance to sign up to drive several of the cars around the streets surrounding the convention center.

This year there were a lot of interesting new cars making their US debut. It's nice to be able to report that the auto industry is showing improvement. It definitely shows in some of the designs that are in the works or that will soon be making their way into showrooms soon.

As far as British cars, MINI, Jaguar, Land Rover, Aston Martin, and Bentley all reported robust sales and will have several new models coming out for 2013-14.

*The Clear Hooter!*

# LA Auto Show



The LA Auto Show has become the venue for showing off the latest in alternative fuel and electric vehicles. Many of these were available for the media to take out on test drives. In the 3 years since I have been going to these events, I've already noticed a significant improvement with electric cars and how they're becoming more like regular cars - both in look and feel.

Some of the cars we got to test drive were the new Beetle TDI, the electric SMART, Chevy Volt, The Fisker Karma Hybrid, among others. New legislation is in the works where electric vehicles will have to make some noise so pedestrians can hear them coming. Fisker is already a step ahead of the game. Their car sounds like a passenger jet coming in for a landing.

To see video of Bill Rogers' test drive in the Fisker and lots of photos from the show, visit the club's website at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)



Bill Rogers taking the Fisker Karma for a test drive.



The James Bond Aston Martin, complete with all the gadgets, was on the Aston Martin display.



MINI JCW 2013 GP: It will run from a stop to 60 mph in 6.1 seconds—on its way to a top speed of 150 (up from the last gen's 145-mph top speed).

The performance comes courtesy of the turbocharged 1.6-liter four-cylinder, which produces 211 hp and 192 lb-ft (207 with the temporary overboost function)—There are some substantial changes made to the 1.6-liter for all JCW cars this year, including a new high-strength cylinder head, reinforced pistons, lighter camshafts, and the addition of BMW's Valvetronic variable valve timing and lift setup. In a nod to weekend warriors, Mini has separated the electronic traction control function from the stability-control system on this model; ETC is instead lumped in with a special GP mode that provides brake-based torque vectoring.

Along with several tweaks to the suspension, the car doesn't come with a backseat or a radio. 2000 cars are being built and just 500 are to make their way to the US.



This could come in handy.



## THE LAS VEGAS VEHICLES COLLECTION

By Michael Frustere



If you been to Las Vegas, but haven't seen the car collection at Imperial Palace hotel/casino, you've missed a unique collection of vehicles. The Exhibit is on the 5th floor. The entire property is being remodeled and the name will be changed when work is completed – to what I don't know. I presume the Exhibit will remain, since it's a unique "crowd attraction" for promotions/casino business purposes.

One more thing. All 200+ vehicles displayed are for sale with exception of a few that either have already been sold or remain under the property's ownership. Thus, even an annual visit to this Exhibit should reward you with "something new" to see.

Some vehicles were formerly owned by the likes of Johnny Carson, Liberace, and Elvis. Some were featured in movies, like the 67' Mustang ("Eleanor") in "Gone in 60 Seconds". By the way, if interested, that car is available for \$375K.

Also, there are vintage cars, fire-trucks, racers, and WWII vehicles – like a '42 Willys MB Military Jeep (\$49.5K), and hot rods, muscle cars (i.e. a '62 Vette Roaster & '63 Split Rear-Window Coupe, each under \$90K), classics, exotics, and British gems along with other foreign makes.

Was there a '64 XKE like mine in the Exhibit, you ask? My answer: "Yes, but it was a custom '64 XKE Bouillot Helsel (French Designer) Roadster" offered at \$115K.



*The Clear Hooter!*



# The Las Vegas Collection



But, among the collection was a '94 Jaguar XJ220 with only 375 miles that got my attention. This one-off mid-engine machine was built by Jaguar in collaboration with Tom Willingshaw Racing between 1992-94. It held the record for the highest top speed (217 mph) for a production car until the arrival of the McLaren F1 in late 1994. F.Y.I. It conforms to US EPA CA standards, but it's not for sale...sorry about that.

So, whenever you get to Vegas, this collection is well worth a visit....because "What's in Vegas, stays in Vegas"...o).



Check out more photos from the exhibit at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)



**Happy Holidays!**





**Lots more holiday party photos at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)**





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## MGB for sale

This 1966 MGB is in good shape, especially cosmetically, though it's no show car. This car has all the right characteristics of a collector MGB: British Racing Green, chrome bumpers, original metal dash (though it's currently covered with a snazzy wood kit), 5 main bearing engine, wire wheels. It does not have overdrive, though. It's been garage kept for as long as I know, first in Iowa by the previous owner, and then in Michigan. I've rarely driven it with the top up, and as far as I recall it's only been in the rain once in the 4 years I've owned it. It has no rust except for a little surface oxidation in the engine bay. The paint is in very good shape and shines up nicely, though there are definitely imperfections.

The engine has just ticked over 100k miles, and it may benefit from a rebuild, but it still runs pretty strong. My mechanic has told me that it has special cams, and the aftermarket exhaust also adds a bit of power, but aside from that, and Pertronics ignition, it's stock, with the original SU carbs.

The suspension rides very nicely, and is very comfortable on the highway. The tires are only a few years old, and have less than 4,000 miles on them. It's got some nice Moss catalog items, like the wood kit, a wood shifter, the exhaust, battery cutoff switch, and the center console. It has a nice chrome fire extinguisher mounted behind the seats that's fully charged, and it has a nice leather-wrapped Personal steering wheel, which is a lot more robust than the original wire-spoke wheel. It's got a vinyl top and tonneau that are in very good shape.

It's a 12v car but still positive ground. I didn't want to change the classic looking radio, so I had an inconspicuous aux input wired directly into it, so you can play your own music through it, and the speaker is surprisingly good.

It's registered in Michigan, where I just moved from, so it still has its MI 1966 YOM plate. I'm located in Santa Barbara, for those who would like to come and check it out. I'd like around \$10,000 for the car. For more info, contact Randy at [rlioz11@gmail.com](mailto:rlioz11@gmail.com). There is also an extensive write-up on the car at:

<http://bringatrailer.com/2012/12/19/bat-exclusive-turn-key-1966-mgb-roadster/>



## Monthly Breakfast - CCBCC event

Breakfast meets will be at Four Points by Sheraton for the remainder of the year (see info above). New venue TBD in 2013. Address: 1050 Schooner Drive, Ventura, CA 93001. For more information and dates, contact Richard & Diane Armstrong - 805-659-1557

## Annual CCBCC Wine Country Tour - February 2-3, 2013, Pismo Beach, CA

A block of rooms are reserved at the Cottage Inn by the Sea for CCBCC touring members. So, make your booking as soon as possible.

Tour registration will be 5 to 7 p.m. Friday evening (Feb. 1st) in the breakfast room. The fee is \$5/person which includes a free raffle ticket, maps, drinks at the Saturday evening dinner, and lots of merriment.

Tour starts at 9 a.m. Saturday morning & finishes 5 p.m. back at the hotel - allowing an hour to freshen-up and attend dinner at 6 p.m. in the breakfast room. As always, be sure to have your lunch with you when you depart on the tour.

Saturday's dinner will be POT LUCK. So, bring at least one dish per couple. As you tour "veterans" know, our POT LUCK dinners have always exceeded expectations with a good variety and plenty of food. NOTE: Plates, utensils, glasses, napkins, and beverages will be provided by the club.

If you have any questions or need more info, contact Michael Frustere (mfruster@aol.com) and Allen Merriam (alyn123@sbcglobal.net)

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

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



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The Clear Hooter!

Positive ground (they meant "earth") depends on proper circuit functioning, which is the transmission of negative ions by retention of the visible spectral manifestation known as smoke.

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing.

For example, if one places a copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions. The logic is elementary and inescapable!

The function of the wiring harness is to conduct the smoke from one device to another.

When the wiring springs a leak and lets all the smoke out of the system, nothing works afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they consumed large quantities of smoke, requiring very unsightly large wires.

It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets.

Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a logical explanation of the mysteries of electrical components especially British units manufactured by Joseph Lucas, Ltd.

And remember: A gentleman does not motor about after dark. Joseph Lucas - The Prince of Darkness

# *Happy Holidays*

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

## **REMINDER! No meeting in January!**

### **The Clear Hooter!**

*Central Coast British Car Club*

*P.O. Box 503*

*Ventura, CA 93002*