

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 27 Number 10 OCTOBER 2011

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



*Aston Martin at the Monterey Motorsports Reunion*

Photo by Patrick Redd



Charter Member since 1984



**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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**2011 GENERAL MEETING DATES**

JAN., FEB., MAR APRIL MAY JUNE  
JULY AUG., SEPT. OCT. NOV.

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

**NEWSLETTER**

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

The CLEAR HOOTER  
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

**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

Well... The Fall or Autumn has definitely arrived. It was foggy this morning in Ventura and the air temperature was still only 50 degrees on my patio at 10 o'clock this morning but that means we're coming to a very exciting part of the year with lots of activities. Our October monthly meeting was interesting. Gary Rice gave us a run down on his Austin Healey and how he came to own it. Three representatives from Stratus Media Group in Santa Barbara told us about their Mille Miglia event at the end of the month and the Car Show at the Polo Field on 29th October, which a group of us are going to attend so if you're interested let me know. Patrick showed us another video of the BBC show Top Gear which as usual was hilarious.

Diane and I went on an Alaskan Cruise in the middle of September. We didn't actually make it all the way up due to running into a hurricane with 80 foot high waves so we stuck to the Inside Passage. This meant that we spent a full day in a pretty little Canadian town on an island just off of Vancouver called Victoria. The interesting thing about this town was that it was full of British Cars. There were Mini's, real BMC Mini's, Saloons and Countryman running around all over the place like rabbits, there were MGB's in a multitude of colours (British) and even a few Jaguar XJ6 Series 3's. Someone could set up a good business there restoring British cars.

The club had a good attendance at this year's Highland Games at the Ventura Fair Grounds. There were a total of 23 British Cars there on Saturday, most of them ours, and 2 restored Triumph Motorbikes. It was a nice warm day. We received a lot of compliments from spectators and everyone had a good time.

At 9 o'clock on Saturday October 15<sup>th</sup>, 24 of our club members had breakfast and showed our cars with the Third Saturday Free Car Show at The Cottage Café on Thompson Blvd. The food was great, the service was excellent with a group of very interesting people. Maybe we should make it a regular thing.

So, for the future we have:

The Worldwide Classics Auto Show on October 29 at the Santa Barbara Polo Field just passed Carpinteria on the 101 Freeway. Previous Registration is required either by mail or on line so if you want to attend let me know and I'll send you the details. Cars need to arrive between 7:30 and 8:30 in the morning so that the organizers can park everybody in the allocated spaces, a group of CCBCC members are meeting at The Golden China Restaurant parking lot in Ventura at 7:00 o'clock to drive as a group up to the Polo Ground.

The annual Teddy Bear Run will be on November 13 at 10 o'clock from Penfield School and will end with a BBQ lunch by the Footprinter BBQ Crew at a prepaid cost of \$13 each or \$25 for two. The lunch will be on a prepaid basis so get your order and payment in now and don't forget your entrée fee of a Teddy Bear per person.

Our Holiday Brunch is coming up on December 4<sup>th</sup> at the Four Points Sheraton Hotel on Schooner Drive in Ventura and we'll be getting the flyers out for that soon, so start planning your White Elephant gifts.

The Wine Tour Weekend in Pismo Beach is going to be held on Saturday February 4<sup>th</sup> starting from the Cottage Inn so mark that weekend in your calendars.

All the Best,

Richard



## Central Coast British Car Club Meeting - October 2011

October 2011 Meeting

General Announcements

CCBCC Members meeting at 7pm:

Paul Keener gave details of the 9th Annual Highland Games, Ventura, with free admission to any British car driver and one passenger on 10/8 and 10/9.

The 'Car of the Month' was Gary Rice's 1961 Healey and the history was described from its beginnings in Peoria, Ill.

Richard asked for members with convertibles to consider volunteering for the Rio Mesa School Homecoming on 10/28 (7pm-9pm).

He also asked members to provide names of their classic car insurance companies.

A presentation was made by Aaron Bennet, Richard Miller and Phil Hoffert of Stratus Media Group (Santa Barbara) on their Mille Miglia events being held 10/28-29.

The car show at the polo ground opens 07:30 - 08:30 am (\$25 to display or \$15 general admission) on 10/29 with all proceeds going to the SB Boys and Girls Club.

2. Ongoing and future events

Johnny Rockets, Camarillo (first Saturday of month from 7-10am)  
The Cottage meet in Ventura 9am - 12 noon (Third Saturday every month)

Supercar Sunday 7 - 10am (Westfield Promenade Mall)

11/6 - French/Italian marques at Woodley Park (Mark)

11/13 - Teddy Bear Run with BBQ afterwards (Darryl); Corvette club may also attend

Sue reported a very good attendance at Triumph Fest, and she won a prize for her car.

Raffle held by Gary Rice.

Patrick showed another video from the 'Top Gear' BBC series, this time featuring racing of motor-homes

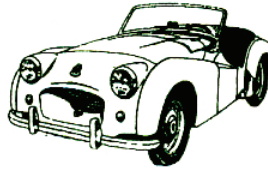
Meeting closed 8:20 p.m.

Meeting closed 8:20 p.m.

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My car survived the recent auto-x at the Camarillo Airport. My front brakes are making some weird noises but at least the car held up this time! I was definitely out horsepower out there (Mini has around 65HP) but still had a lot of fun. I was working the gearbox, driving in 3rd gear at times. Some of the Porsches could almost do the whole course in first gear! I was told my Mini did a very respectable showing against a number of high end, high HP cars and posted some very good run times during the day for having one of the cars with the least HP for the event.

My three official timed runs were all within 0.119 sec of each other so I was very consistent. No matter what I did though, I could not break the 78 second barrier! I posted some on-car video from one of my runs in the photos section of the club website.

Fastest time was 65.554 clean in a Lotus Elise (track toy modified)(very experienced driver). Average clean run was 72.646. Slowest clean run posted was 105.155. There's another auto-x at the Camarillo Airport October 29. Be sure to check the events section for details.

Patrick Redd

Webmaster/newsletter editor



## Jensen Interceptor sports car to be made in Coventry

*A new version of the legendary Jensen Interceptor sports car will bring manufacturing back to a former motor plant in Coventry. From [www.bbc.co.uk/news](http://www.bbc.co.uk/news)*

UK automotive company CPP Global Holdings will engineer, develop and build the vehicle at Jaguar's former Browns Lane site. CPP had already announced it was bringing manufacturing back to the plant. Jensen's much-admired Interceptor was originally built between 1966 and 1976. The news is a further boost to the UK motor industry following Monday's confirmation that Jaguar Land Rover was investing £355m to build low-emission engines at a business park near Wolverhampton, potentially creating thousands of new jobs. CPP said it hoped to start delivering the new car to customers in 2014.

A team of Coventry-based design consultants employed by the Jensen brand's owners, Healey Sports Cars Switzerland Ltd, has completed the design of the new Interceptor, which has already gained "significant customer interest".

The public unveiling of the Interceptor is planned for late 2012. Annual production numbers and pricing are yet to be confirmed.

Brendan O'Toole, founder and co-owner of CPP, said: "I started my career by restoring bodies and components for classic British sports cars, so for CPP to take the lead role in reviving this iconic brand is very exciting for the business, and for me personally.

"The Jensen design team has respected and honoured the great heritage and attributes of the original Interceptor, while injecting a contemporary edge and advanced technologies that will ensure it appeals to the passionate, discerning motoring enthusiast of today."

CPP, which already has five existing facilities in Coventry, owns the Bowler off-road vehicle company and is negotiating to acquire sports car company Spyker. It is purchasing 23 acres at Browns Lane from regional development agency Advantage West Midlands.



Photo from [www.telegraph.co.uk/motoring/news](http://www.telegraph.co.uk/motoring/news)

The new Jensen Interceptor will reach customers in 2014.

This is one of the first images of the all-new Jensen Interceptor, set to be launched next year and built in Britain by CPP Global Holdings. Like the original Interceptor, which was produced between 1966 and 1976, the new version is a four-seater GT car with a long bonnet and fastback rear. CPP, a British specialist automotive group, has been appointed by Jensen's owners, Healey Sports Cars Switzerland Ltd, to engineer, develop and build the car. This will take place at Browns Lane in Coventry, where CPP is to set up a production facility having purchased the site used by Jaguar between 1951 and 2005.

The car, which will use an all-new aluminium chassis and handcrafted aluminium body, will be unveiled to the public in late 2012, with the first models reaching customers in 2014. Production numbers and pricing are yet to be confirmed.



Photos by Patrick Redd

Story edit from [driveawaycancernow.org/blog/](http://driveawaycancernow.org/blog/)

# Coast to Coast

Drive Away Cancer is the brainchild of slightly foolhardy but very motivated vintage racer, John Nikas. Why do it? Because a barely running sixty year old British sports car shot through with rust is the perfect metaphor for people living with cancer. Imperfect? Of course, but with effort, hope and luck all things are possible.

The car used in this drive is a 1953 Austin Healey 100 owned by Austin Healey Association of Southern California member Mike Newsome. He purchased the car sight unseen off of Ebay several years ago from Michigan. There are certain maxims in life: never start a land war in Asia; never go against a Sicilian when death is on the line; and NEVER buy a car without seeing it (I myself have violated this rule several times to my personal detriment). Upon delivery to Southern California it was clear that it was less than advertised. Mike later bought a 3000 BJ8 and eventually an outstanding 100-6 race car and the 1000 was shunted off to one side of the garage to whither away until

Healey Week came to Ventura. John didn't own a Healey so Mike offered to let him take the '53. They eventually got it running and it made the trip.

John wanted to show his appreciation for use of the car by getting it running better so he gave it a tune up. Every time something was fixed, the car broke down on the side of the road. The distributor was shot, the battery connections ephemeral and the fuel system suspect. Over two weeks every single trip (usually of a mile or less ended in frustration). Then the head gasket blew – twice.

During this period that the head was off the car Mike found out that he had multiple myeloma. Mike was more than a buddy from the Healey Club. Over the past few years he has been John's photographer, racing supporter and one of his greatest fans who it seems genuinely enjoyed watching him drive – especially it seems in this once derelict car.

The week following Mike's first round of chemo John

had decided to do something – thus the drive was born. The problem was the car was not running and it looked doubtful that it could be made to run in any reliable fashion. As they worked on the car with the guys from the club, John told them that as unreliable as she was she always broke down somewhere safe and that in fixing whatever it was that had stopped her uncovered something more serious that would have led to a catastrophic failure. When everyone called him crazy for wanting to make this drive – and make it in this car, John had a feeling that she could if we just believed.

The day before they left (the car and John), it was asked whether John had given any thought to naming the car. He thought about it a moment and gave him two choices – Hope and Grace. Hope is nice but to him represented something plaintive. Grace is defined as “favor from above” and one of his best friends shares the name. They named the car Grace. Over the next 7000 miles we would find out how appropriate that name was.

As each mile passed on the long road, it became clear that the trip was going to be much harder on the car and driver than possibly imagined. Record heat, vicious thunderstorms and steep grades all threatened the drive’s success. Damaged, broken and struggling to survive, the car personified the battle fought every day by those living with cancer. For those watching the drive unfold (both in person and on social media), the uncertainty of what the next mile would bring or whether the plucky car and its stubborn driver could make it at all became high drama.

With each roadside repair, more and more people mobilized help from as far away as Australia, France, Canada and the Far East to keep the drive alive.

Over the course of 7241 miles, the car suffered through two gas fires, used over 250 quarts of oil and drove through rain, hail, thunderstorms and record heat – all without benefit of a top, windows or a functional windshield for protection. Seven roadside repairs and an on-the-fly engine rebuild saw the car through to the final goal – the main-stage at the Russo & Steele Auction in Monterey, California after nearly two weeks of virtually non-stop driving!

He just returned from a 7,000-mile coast-to-coast-to-coast trip in the 1953 Austin Healey. Along the way, the car was signed by thousands of people who have had their lives impacted by cancer. The car recently made a stop at World Class Motoring in Agoura Hills.

Originally intended to raise money and support for cancer awareness, Drive Away Cancer unexpectedly evolved to serve as a rolling memorial for cancer victims and an inspiration for those fighting the disease.

John took to the road again as a participant in the inaugural running of the Mille Miglia North America Tribute. Pismo Beach, is now but a pleasant memory for all fortunate enough to attend. The Cottage Inn in Pismo Beach was once again the Club’s home base for this annual event.

*7241 miles, the car suffered through two gas fires, used over 250 quarts of oil and drove through rain, hail, thunderstorms and record heat – all without benefit of a top, windows or a functional windshield for protection.*



*The Clear Hooter!*



## *Gary & Pat Rice's Austin Healey 3000* By Gary Rice Photo by Patrick Redd

My interest in British cars started in the early 50's while in high school in Peoria, Illinois. A classmate had a 1950 or '51 MG TD, that I fell in love with. There were also a few sexy looking Jaguar XK 120's around town. Naturally at 15 or 16 years old, I couldn't afford one of those cars. The first car I was able to buy was a 1928 Nash Light Standard Six. I paid \$50 for that car, and during the following year at 16, I learned how to overhaul an engine. During the summer of '55, after a year of engineering school at Bradley University, I worked at a full service gas station that was the hangout for all of the sports car owners in Peoria. I changed the oil and lubed Jaguar XK 140's and Austin Healey 100's. This is where my love affair with Austin Healey's began. Jumping ahead to the early 60's, married with 3 children and one on the way, I was laid off from a consulting engineering firm. I found temporary employment in a full service gas station where one of our regular customers drove an Austin Healey 3000, which I serviced a number of times, intensifying my

desire to own an Austin Healey.

Finally in 1971, with four kids and living from paycheck to paycheck, I borrowed \$400 from my grandfather and bought my 1961 Austin Healey 3000 BT7. A student from the Chicago area was graduating from Bradlet U. and he thought he would be drafted for the war in Viet Nam. He advertised his A-H 3000 for sale in our paper. It had been parked behind a fraternity house for about a year, with only a tonneau cover for protection from the weather. There were a couple of inches of water on the floor boards. The seller said I'd probably have to tow the car home as it hadn't been started in at least 6 months. I stuck a fresh battery in it, made sure the carburetors had gas, started it up and drove it home. A big highlight for our family in those days was putting all four children in the back seat, and Pat in the passenger seat. We'd take short rides around the neighborhood, w/o a top (hood). That was truly and exciting memorable time

*The Clear Hooter!*



for the kids. Over the years, with many financial ups and downs, talk of selling the Healey came up often. As our sons graduated college and started their careers here in California, they've reminded me not to sell the Healey unless I gave them first crack at it. After spending some of my inheritance, I still have it. It's part of my estate which my children will inherit.

The restoration process:

Restoration was a long drawn out process. The oil pressure would drop to 10-15lbs while idling hot. So, I overhauled the engine in 1979. I had the head rebuilt in a machine shop in Peoria. I honed the cylinder walls and installed new rings, mic'd the wear on the crank, installed new oversized rod and main bearings, new gaskets and seals. The radiator was boiled out and reinforced. And I replaced 1st gear in the transmission. With 4 kids in school, I knew that I couldn't afford to spend anymore money restoring the car. So I rarely drove it. In 1981 I started dismantling the body. The previous owner had painted the car a deep Ford Red color. There was considerable rust in the rocker panels, inner and outer sills, dog legs on the back fenders in front of the rear wheels, and some collision damage to the front of the car. During this time a new interior kit was purchased, along with the knock-offs, new carpeting and new name plates since the originals were all missing. With the fenders, doors, windshield, the bonnet and boot lids off, and interior removed it sat on jack stands until 2000 when it was taken to Wally's World for restoration. Wally's World had been recommended to me by 2 former classmates who run the Wheels-O-Time museum in Peoria, Illinois. Wally had done a beautiful paint job on a Studebaker Golden Hawk. But he'd never done an Austin Healey before. Initially I only wanted a cosmetic restoration

and assembly of the body parts. Good sense by Wally prevailed. I could go into a lot of detail but I'll review some high points. I worked in Wally's shop doing the prep work on the car and some of the dismantling. The engine and transmission were removed, front suspension dismantled, the rear end and wiring harness removed, wheel bearings replaced, new front brake rotors and brake pads installed, calipers and rear brake cylinders rebuilt. All new front suspension & steering linkage. New leaf springs and shocks, front and rear. I cleaned and painted the engine, transmission, and OD. Installed new brake lines and rebuilt master cylinders. Inner and outer sills & rear fender doglegs & door striker plates were replaced. The carburetors were rebuilt, along with the distributor, starter & generator.

Wally's World did all of the body work and paint with the exception of the engine. The seats and dash were recovered by a shop in Peoria. Our Austin Healey 3000 was delivered to use in Ventura in 2002. Since then the carpeting and hood were installed by Craig Lawson of Ventura. A new tonneau cover has been installed. About 3 years ago I replaced the 48 spoke wire wheels with 72 spoke wires and new tires. The muffler had to be replaced. Dave Wellwood assisted in the installation of an electric cooling fan.

I enjoy driving the car and receive a lot of looks and favorable comment from young and old alike. I don't expect to win any concours with it but it's the way I wanted it. I've received some great advice from my new friends in the Central Coast British Car Club that's proven to be extremely helpful. My little British car is really a delight to own and drive. Not bad for a 50 year old car!

## [A little background on the MkII Austin Healey courtesy of Wikipedia](#)

Introduced in March 1961, the 3000 Mk II came with three SU HS4 carburetors and an improved camshaft, designated the BT7 MkII (4-seat version) and BN7 MkII (2-seat version). However, upon the introduction of the BJ7 (2+2 seats) model in January 1962, the number of carburetors was reduced to two, (SU type HS6) because of the problems experienced with balancing three carburetors. As a result of the introduction of the BJ7, the BN7 MkII was discontinued in March 1962, and the BT7 MkII followed in June 1962. Externally, the main changes introduced with the BJ7 were a vertical barred front grille, wind-up windows rather than side curtains, an improved hood, and a wrap-around windscreen. Optional extras were similar to the MkI, although the option of a factory hardtop was not available from the BJ7's introduction. From August 1961 a brake servo was also available as an optional extra, which greatly improved braking performance. The BJ7 was discontinued in October 1963 with the introduction of the 3000 MkIII.

A 3000 MkII BT7 with hardtop and overdrive tested by the British magazine *The Motor* in 1961 had a top speed of 112.9 mph (181.7 km/h) and could accelerate from 0-60 mph (97 km/h) in 10.9 seconds. A fuel consumption of 23.5 miles per imperial gallon (12.0 L/100 km; 19.6 mpg-US) was recorded. The test car cost £1362 including taxes. 11,564 were made (355 BN7 MkII, 5,096 BT7 MkII, and 6,113 BJ7)

# Monterey

## MOTORSPORT REUNION



PHOTOS AND STORY BY PATRICK REDD  
Edits from [www.ultimatecarpage.com](http://www.ultimatecarpage.com)



In 2011, the Mazda Raceway Laguna Seca was once again the racing hub of the annual Monterey Classic Car Week with around 550 historic racing cars, spread over 17 classes, taking to the undulating track during the four-day Rolex Monterey Monterey Motorsports Reunion.

Building on decades of tradition, the Monterey Motorsports Reunion always manages to attract a high quality field with historic and important racing cars. This year certainly was no exception with exciting machinery ranging from Tazio Nuvolari's 1935 German Grand Prix winning Alfa Romeo Tipo B to Mark Donohue's 1968 Trans-Am winning Penske Camaro.



In conjunction with the Pebble Beach Concours d'Elegance, the Motorsports Reunion also marked the 50th anniversary of the start of the development of the Ferrari 250 GTO. The dollar amount of those GTO's driving the course at race speeds was staggering. Considering the massive value of the GTO (between \$20 and \$30 million depending on provenance), it was not as surprising that less than ten lined up for the race. Be sure to check out the club website for some video of these cars in action.

As reported in last month's issue, the Reunion also featured 50 years of the Jaguar E-Type with an all E-Type feature race and a considerable section of the paddock was reserved for an impressive display that featured examples of most of the company's racing cars built since the 1950s.

The quality of the entrants was high throughout the field with the E-Type race the only exception. Next year's feature will be the Shelby Cobra, and considering the number of Cobras already competing during regular years that promises to be quite a spectacle. For lots more photos from Monterey, be sure to check out the club website at [www.centralcoastbritishcarclub.com](http://www.centralcoastbritishcarclub.com)

We're sad to learn that CCBC has lost a good member and friend. Dave Francis passed away this past February. It was recently learned by club member Dave Wellwood who spotted Dave's Triumph for sale on ebay and recognized the car. The ad said "Formerly owned by the late Dave Francis." At the recent November meeting, club members shared their thoughts on Dave and what a nice guy he was. I found his obituary online and thought I'd share it here:

Dave Arthur Francis  
September 9, 1930 - February 15, 2011

David Arthur Francis died peacefully in his sleep in Ventura, California on Tuesday, February 15, 2011, after a sudden illness. He was 80 years old. David was born on September 9, 1930 in Victoria, British Columbia.

David moved to Ventura County 31 years ago, coming from Santa Monica, California. He was self employed in property management before retiring in 2003. In his down time, David enjoyed auto racing and vintage automobiles.

David was a beloved father and grandfather. He will be forever missed. He is survived by former spouse and life-long friend, Donna Francis of Ventura, CA; son, Jon Francis of Camarillo, CA; daughter, Shannon Mataré of Malibu, CA; grandson, Bradford Francis of Camarillo, CA; granddaughter, Isabella Francis of Camarillo, CA; granddaughter, Liv Mataré of Malibu, CA; sister, Carolyn Wheatcroft of Langford, B.C.; brother, Ron Francis of New Westminster, B.C.; and sister, Holly Spain of Dos Palos, CA.

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## **RAIN Project excepting donations**

Below is the list of items on the RAIN Project's Wish List for 2011. Although RAIN is always appreciative of monetary donations, they did indicate that giving an actual item saves their staff the time it would take them to go shopping. The items they requested are things they need on a continual basis, due to the nature of their program. Individuals are coming into the program on an ongoing basis, to help them break their cycle of homelessness, unemployment, and public assistance dependency. As soon as they are ready, RAIN helps them transition back into their own independent living situations. The clients will take their bedding, towels, etc. which they received from RAIN, when they move to their new life, so these items need to be replaced continually.

RAIN Project is very grateful for our past support. The need for this program has only grown with the economic downturn. Thanks in advance for any donations.

**Bed in a bag (new) - twin size and neutral colors work the best**  
**Sheet sets (new) - twin size solid colors**  
**Winter blankets (new) - twin size**  
**Bath towels (new) - Solid colors**  
**Pillows standard size (new)**  
We use about 130 pieces of the above items annually.

**130 drinking glasses 8 or 10 oz (plastic) – Used in their eating area. Constantly in need of replacing.**  
**Liquid Detergent - large size**  
**Paper plates - dinner size, heavy duty, we use a significant amount of this item to save dinner for residents that are not able to eat during dinner time due to work hours.**  
**Diapers size 4 and 5 - we constantly run out of this item and seem that we never have enough**  
**Extra Large clear plastic shower curtains - This are hard to find but we have been able to find them thru Bed, Bath and Beyond, Linens and Things or on line.**  
**2 or 3 pairs of size 10, 11 1/2 or 12 mens flip flops**  
**Used or new Silverware – this is also for their dining area, evidently silverware gets lost or damaged regularly.**

All of our residents get checked for lice before they enter RAIN and if they have lice we do a treatment for them so we need Nix Complete Lice Treatment System kits they run about \$22 for a two pack at Rite Aid on Las Posas Road and Arniell in Camarillo. Not sure if your members will want to donate this item but it will benefit our program.

Cindy Mulhollen and Michael Musser will take all donations, which are brought to the CCBC holiday brunch to the RAIN Project at the conclusion of the brunch. Additional questions, please call Cindy at 805-659-2334.



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# 2011 CCBCC Holiday Brunch

## Sunday, December 4, 2011

HERE: Clipper room, Four Points Sheraton *(new location)*  
 11050 Schooner Drive  
 Ventura, CA 93001

ME: 10:30 AM to 3:00 PM  
 No-host bar opens at 10:30 AM  
 Champagne BRUNCH BEGINS AT 11:30 am

UNWRAPPING: WHITE ELEPHANT GIFT EXCHANGE: Just wrap a gift that you have received that's totally useless, gaudy, or just isn't "you." After the exchange, have more fun trying to unload your gift onto someone who might actually like it.

CHARITABLE GIVING: As in the past the club will support the RAIN Project by setting up a table for your donations. There is a list in the online hooter of needed items, plus any cash donations are always appreciated.

COST: *\$20.00 per person, your club is going to subsidize the cost.*

DEPOSIT: Mail check payable to CCBCC with the form below by November 22.

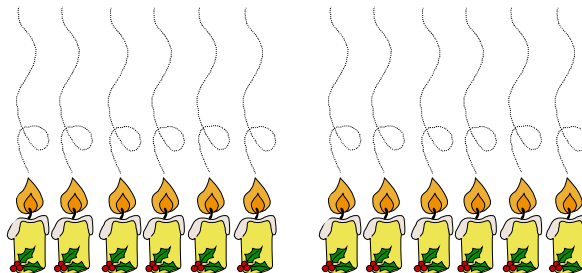
LATE RSVP: If you can't make the deadline, call (805) 340-0106.

NAME HERE -----

NAME \_\_\_\_\_

AMOUNT ENCLOSED \_\_\_\_\_ FOR \_\_\_\_\_ PERSONS

MAIL TO: CCBCC HOLIDAY BRUNCH  
 PO BOX 503, VENTURA, CA 93002



## Monthly Car and Bike Show

Every Third Saturday of the month at The Cottage from 9am-1pm. Have breakfast while you display your classic car, muscle car, streetrod, bike, or lowrider. No entry fee. Drawings and trophies at noon. The Cottage Cafe, 2611 E. Thompson Blvd, Ventura - next to the USA gas station. See the events section on our CCBCC website for a copy of the flier. For more info, call C. Darryl Struth at 644-6211.

## Monthly Breakfast - CCBCC event

CCBCC breakfast is to be held the 3<sup>rd</sup> Saturday of each month, at Moorpark Country Club, Champions Restaurant, 11800 Championship Drive, Moorpark switching occasionally to Santa Paula Airport on 1<sup>st</sup> Sunday of the month. For more info or when in doubt over when and where, contact Bill Guzman at (805) 484-1528

## Santa Barbara Concours d'Elegance, October 29th-30th, 2011, Santa Barbara Polo & Racquet Club

The 25th annual Santa Barbara Concours d'Elegance, to be held at the Santa Barbara Polo & Racquet Club, will display some of the world's finest automobiles and motorcycles. This year's Concours will feature Marque manufacturer Mercedes Benz, Grand Marshal Andy Granatelli and Master of Ceremonies Ed Lucas and the 35th anniversary reunion of the Clénet Cluster. For more information, visit <http://elegantcars.com/events/2011-santa-barbara-ca/>

## Seaside Highland Games - Seaside Park - Ventura, October 8 & 9, 2011

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

## Cones for Homes Auto-x, Saturday, October 29, Camarillo Airport

Proceeds from this event will benefit the Ventura County and Southern Santa Barbara County chapters of Habitat for Humanity. Any additional voluntary donations would be welcomed and greatly appreciated! For more info, see flier at link.

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## Best of France and Italy, Sunday, November 6, Woodley Park

Come join us at Woodley Park, Van Nuys for a day with the best of French and Italian motoring machinery. This a non-judged show, from the rough restoration project to the serious concours offering. For more info visit [www.franceanditaly.com](http://www.franceanditaly.com).

## Teddy Bear Run - November 13, 2011 at 10 A.M-

The 22nd Annual Douglas Penfield School Teddy Bear Run will be on . The "entry fee" of a new Teddy Bear provides a real treat for the handicapped children when they are given out by Santa Claus at the annual Christmas Party and Luncheon hosted for them at the school by the Footprinters. See entry form and announcement in this issue.

## LA Auto Show - November 18-27, LA Convention Center

For more information, visit [www.laautoshow.com/](http://www.laautoshow.com/)

## Holiday Party - December - New Venue this year! See flyer in this issue for details.



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

**Patrick Redd**  
**Chuck Rimlington**  
**B.J. Bastow**  
**David Schutzer**  
**Byron McCracken**  
**Steve Remington**  
**Allen Merriam**  
**Dave Rose**  
**Mark Costello**  
**Martin Keller**  
**Dave & Sue Wellwood**  
**Gary and Pat Rice**  
**Ron Selig**  
**Trevor Marshall**  
**Bill Rogers**  
**C. Darryl Struth**  
**Richard Armstrong**  
**Paul & Karen Keener**  
**Gary Cooper**  
**Leonard & Judy Halpin**  
**Joe Kern**

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