

THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 28 Number 10 OCTOBER 2012

WWW.CENTRALCOASTBRITISHCARCLUB.COM



The Teddy Bear Run
Photo by Patrick Redd

Vintage Triumph Register



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:

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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:

The CLEAR HOOTER
P.O. Box 503
Ventura, CA. 93002
Email the editor at :juniorredds@dslextreme.com

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Use THE CLEAR HOOTER Classifieds. No charge to members. Non-members pay \$25, Ads run will run for 3 months, unless otherwise indicated by the person placing the ad. Anyone who wants to place a commercial ad or open a commercial account may do so by calling: Allen Merriam (805) 643-6657 email: alyn123@sbcglobal.net Rates depend on size and other mitigating factors

MEMBERSHIP

Note: The dues are now \$40 to join and \$30 to renew each year Notify us of any changes you have made within the past year so we know where to send your newsletter each month.
c/o CCBCC Membership//P.O. Box 503//Ventura, CA. //93002

CLUB WEBSITE

To place an item on our website you contact Patrick Redd at: juniorredds@extreme.com or (805) 526-0268 website at: www.centralcoastbritishcarclub.com

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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



October 2012 Presidents Letter

As we agreed at a previous meeting, the club is going to distribute our charitable giving among a number of local organizations this year. To that end we invited representatives from two charities to make presentations to us at our October Meeting. These were the Turning Point and the Casa De Vida organizations. This month we will hear from more presentations and select four out of the five presenters to receive \$500 each, which is a total giving of \$2,000 as has been our record in the past.

On October 13th and 14th the club displayed a number of cars at the Seaside Highland Games which were held at the Ventura County Fairgrounds. There were about 30 cars altogether: Jags, Triumphs, MG's, Morris's, a nice Bentley, and many others. The weather was good and there were plenty of admiring spectators so a good time was had by all.

LOTUS CARS

I thought I would write an article on Lotus Racing Cars this month but then when I looked further into it, I found that I didn't know as much as I thought I did. For instance, I thought that Colin Chapman (the Founder of Lotus), like Enzo Ferrari, only started making road cars to support his motor racing habit but I was wrong. In 1952 Colin Chapman formed Lotus Engineering Ltd. but the competitive racing function did not appear until 1954 and didn't enter Formula 1 until 1958. They were very effective through 1987 but then lost their competitiveness.

The Lotus Group of Companies went through various financial difficulties and ownership changes until, at last, the F1 part of it emerged as 'Lotus/Renault GP'. It was owned by a European Consortium including Proton until the end of 2009 when it was taken over by the private ownership of the British/Swiss outfit the Genii Group owned by Gerard Lopez.

Now about the present team. Whilst the new name 'Lotus F1 Team' for 2012 is derived from Colin Chapman's racing team, the current team is a transition of the Flavio Briatore /Benetton/Renault team, but leaving behind the Nelson Piquet Crash History and Management. The team manager is now the Frenchman Eric Boullier of GP2 renown and the drivers are Kimi Raikkonen (after losing Robert Kubica to injury while Rallying) and Romain Grosjean also of GP2 experience. The team struggled as a newcomer in 2011 but so far in 2012 using the Lotus E20 Chassis and the Renault RS27-2012 Engine they have scored a total of five second places, five third places and a whole host of other good placements. Also with Raikkonen in 3rd place in the Drivers Championship with 167 points, the Team being in 4th place in the Constructors Championship with 255 points and four more races to go for the season it could be a very exciting year. And what about 2013? You never know! It could be worth watching.

Richard Armstrong
CCBCC President

Central Coast British Car Club Meeting - October 2012

Minutes of the Central Coast British Car Club General Meeting called to order by President, Richard Armstrong. Introductions were made and a sign in sheet was passed around. (List of attendees is noted separately from these minutes.) Official club breakfast was cancelled for October 13th since it is the same day as the Highland Games ... and several members will be showing their cars at this event (Paul Keener to mail out event tickets to those showing their cars)

CCBCC Charitable Donations: It was confirmed and voted on that the club would donate \$2000 per annum to 4 charities. Bryon McCracken presented 2. Pablo Ortiz, President of Casa de Vida (Home and Recovery for drug and alcohol rehabilitation) and Jane Lax, Turning Point (Support system for mentally ill and homeless of Ventura & Oxnard) Sue Wellwood, Daisy Tatum and C. Darryl Struth to make presentations on their charities at November meeting – vote will take place then as well.

Richard brought up the need for nominations for the following positions: President, Recorder, Newsletter, and Advertising & Classified Adds.

*Patrick said he would be willing to keep the Newsletter position if he could split it with someone. It was discussed and voted on that we would change the issuing of the Hooter to once every other month (6 per year). Patrick agreed to keep the position.

The club also needs a Lead Person for 2013 Car Show, date set for July 21st. It was discussed that most vendors would like an 8 month lead time, and magazines would prefer 1 to 14 month lead-time for publication. We need a venue/logo for this event. It was discussed that this lead person have a committee so all responsibility isn't on the shoulders of one person.

C. Darryl S stated the date of the annual Teddy Bear Run would be Sunday November 4th, starting point is at Douglas Penfield School, 10:00am gathering – with a stop at a sandwich place to pick up lunch, ending at Old Creek Winery – will be a fun run. Christmas Bruch was confirmed for Sunday December 2nd – venue will be at the Four Points Sheraton, Ventura.

Allen Merriam needs helper for the Vineyard Tour, February 1-3, 2013 – Michael F can help up to the event, but will not be able to attend – he will be celebrating his 40th wedding anniversary with his lovely bride Dee.

Bill Rogers traveling to England with a group to Hillman's archives to obtain Sunbeam drawings and specs and copy them – will have Bill give a report when he returns.

Pam held raffle and club meeting ended 8:15pm.

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It's Hooter time again! I want to give a thanks to Bob Prieve and Randy Wilson for submitting articles this month. As I've stated before, it helps keep the newsletter more interesting and also makes things a little easier for me.

As was announced in the minutes and voted on last meeting, I received a raise for doing the newsletter. I'll be receiving the same pay for only doing half the work! The Hooter will be going to bi-monthly issues, unless a volunteer would like to step in and create the issues in between the ones I'll be doing. It takes quite a bit of work to put these together every month. When things get busy for me at work, it's tough to find (or make) the time to work on the newsletters, along with going to all the events to gather material to publish. I'm considering something smaller that I can publish on the off months for the analog members who require printed pieces in the mail. For the rest of us, the website will be kept up to date with all the latest on up coming events.

Happy Thanksgiving!
Patrick Redd
CCBCC Editor



"Thank you" Lunch for CCBCC Car Show Workers

On October 6, a bunch of the volunteers who worked at July's CCBCC car show were treated to a delicious lunch at MuPu Grill in Downtown Santa Paula. Good food, stories and laughs were shared by all. For those who want in on the free lunch, all you have to do is volunteer for next year's show!



MINI Goes Commercial

2013 MINI Clubvan

The world's most fun-to-drive business vehicle

Text from MINI USA

For some small businesses, a stylish, upscale cargo or delivery vehicle can serve as a valuable marketing tool that attracts attention from potential customers. When that vehicle comes from MINI, you can also add driving fun and high fuel economy to the mix. The result is the unique 2013 MINI Cooper Clubvan, the first business vehicle from MINI and the year's coolest new premium business tool.

Think of business people such as interior designers, photographers, architects and event planners, for example. They need space to carry the tools of their trade, but not so much that they need a van. Traditional minivans and crossovers, and even big commercial vans and panel trucks will carry stuff, but who notices them, even with signage on their doors? A 2013 MINI Cooper Clubvan, with clever signage on its opaque side windows, stands out, and it says a lot about its owner.

Based on the MINI Cooper Clubman platform, the MINI Cooper Clubvan features exterior and interior changes make it a flexible little van with two seats and a durable cargo area.

The first thing you'll notice about the MINI Cooper Clubvan will be its opaque, blocked-out rear side windows. They are body-colored and have a polycarbonate interior reinforcement; together with the tinted rear door glass, they offer privacy and cargo concealment.

The MINI Cooper Clubvan makes the most of the versatile Clubman design, which includes the two rear "barn doors" that open extra-wide for easy access to a load floor made perfectly flat by the lack of rear seats. The passenger-side Clubdoor will seem downright ingenious in its new business role, making it easy to access whatever you are carrying.

With 30.3 cubic feet of carrying space and a cargo area nearly four feet long and, at its narrowest point, 40.1 inches wide, the MINI Cooper Clubvan has enough space to serve any number of small business or leisure purposes. A maximum payload capacity of 816 pounds offers plenty of possibilities.

MINI configured the Clubvan cargo area for the light-duty work and careful storage its owners will need. The cargo area floor and walls are trimmed with high-quality carpeting. You'll also find 12-volt outlets in the cargo

area that can power tools and equipment. There are six attachment loops for securing cargo, and MINI recessed them into the floor so they won't interfere with items that need to be stored perfectly flat, such as art canvases or panes of glass. For safety, there's a sturdy partition separating the cargo area from the front seats. It's solid aluminum on the bottom and stainless steel mesh up top, so it doesn't affect rearward visibility. The partition prevents items in the cargo area from hitting the driver or front passenger, and it also allows loading all the way up to the anthracite roof liner that runs the length of the cabin.

Like every MINI, the 2013 MINI Cooper Clubvan is a hoot to drive with its 121-hp 1.6-liter engine and choice between six-speed manual and six-speed automatic transmissions. The MINI Cooper Clubvan craves the curves thanks to its premium chassis technology. It's endowed with the same front-drive, four-wheel independent suspension and electric power steering as the MINI Clubman. You can also replace the standard 15-inch wheels with 15-, 16- or 17-inch alloy wheels for sharper handling and spiffy looks.

Will MINI go a step further and come out with a new MINI pick-up? Stay tuned.



Old and New



More news on Al Moss

Originally published in the Santa Barbara News-Press
Submitted by Randy and Delores Wilson

In addition to this article, Randy reported that as a high schooler, he used to see Al Moss driving around Goleta in his Morgan 3 wheeler. He also got to see the MG factory window at Al's house in Hope Ranch, Santa Barbara.



MOSS, E. Alan

Alan (Al) Moss, 85, a former long-time resident of Santa Barbara, CA and founder of Moss Motors, passed away peacefully at his home in Sedona, AZ on Tuesday, September 25th, 2012, with his life-partner Lynda at his side.

Al was born in Cleveland, Ohio, on January 6th, 1927 to Hortense and Edward Moss. He was their only child. During the depression the family moved to California, and he graduated from Los Angeles High School in 1946. In 1948, Al purchased a new MGTC, which was the start of his lifelong love of British cars and, in 1949, the founding of Moss Motors with his new wife Joan Fetterman. They had two girls, Juli and Cindy. In 1963 the

family moved to Santa Barbara, CA, and Al and Joan moved Moss Motors to adjacent Goleta. Joan and Al divorced in 1970, but continued as business partners. From 1971 to 1985, Al was married to Nancy Brown Moss. In 1986, Al began his life partnership with Lynda McEvoy.

Al was very active in equine organizations in Santa Barbara, including competing in and organizing competitive trail rides and helping at Juli and Cindy's horse shows. He also put on and competed in many car events in California and was instrumental in starting the first GOF West in 1973 (a gathering of the faithful for MGs), which has been an annual event ever since. But Al loved many things besides cars and horses. He was an accomplished woodworker, a folk music fan, an avid photographer, and he collected carousel horses, as did Lynda. He also competed in Observed Trials, a motorcycle sport. In 1976, Al portrayed Juan de Anza for part of the historic reenactment of that trek, and then, in costume, met Queen Elizabeth during her 1983 visit to Santa Barbara.

In 1977, Moss Motors was sold and Al semi-retired in Santa Barbara. He continued to restore vintage cars and to be involved in vintage racing, competing for years in the Monterey Historics with his TC and three-wheeled Morgan, as well as with several other well-known MG race cars. His last race there was in 2009. In 1997, Al moved to Sedona, AZ. He joined the local car club, becoming very involved, and soon joined a group of members who played pool twice a week. This camaraderie was a source of great joy for all.

Al was a unique individual who enlivened the lives of an incredible number of people due to his incessant zest for life and humor. With a twinkle in his eye, he was always ready to tell a joke, devise a funny scheme, or just be comical. Stories abound about his escapades, and it is these stories, his many interests, and his vast knowledge of British sports cars, which define his well-lived life. In his final days, Al mentioned to everyone he saw that he'd had a wonderful life, that he'd done everything he wanted to do, and that he was at peace and ready for the next phase. May this knowledge give all his friends and loved ones peace ... for all of us who had the privilege of knowing him, admired him and will miss him forever.

Al is survived by Lynda McEvoy, in Sedona, but in California live Al's daughters, Juli Welby Moss and Cindy Moss (Professor Alan Moss), four grandchildren: Karyn Wortendyke; LeAnn Milian; Trevor Alan Carralejo and Sara Rose Welby, plus three great-grandchildren: Joseph Henry Wortendyke, and Aleena and Sophia Milian (though Al said all of his grandchildren were great). Lynda's children, who became family, are Kevin and Colleen McEvoy.

Al wanted no formal services, but two celebrations of his life will be held, one in Sedona, AZ (10/27/12), and one in Santa Ynez, CA (11/3/12). Times and venues will be available later. Please prepare a favorite memory on an index card to be placed for all to read. Donations may be made to one of Al's favorite charities, CARA Charities (<http://www.caracharities.org/support.html>) and Best Friends Animal Society (www.bestfriends.org/), or a charity dear to your heart.



ROAD AMERICA

Story and photos by Bob Prieve



In early September 2012 found my wife Pat and I in Elkhart Lake, Wisconsin again. We were in Wisconsin to visit Pat's brother who happens to live not too far from Road America Race Track. And by stroke of luck, they were racing vintage cars that week-end.

I'm originally from Chicago, and this made my fourth trip to the Road America track. My first visit was in 1954. I had recently bought my first British car, a 1952 MG-TD and so I thought it would be fun to go to the races. From Chicago to Elkhart Lake is more than 150 miles each way. The cars back then were not vintage. They were racing the latest and fastest. At the time it was a bit of an adventure for me. That was before cell phones and flatbed tow trucks. But, the two year old MG made the 300 mile trip without problems.



Today, the Road America track is a very fast 4 mile, 14 turn race track. They call it America's National Park of Speed. However, I was not able to use my senior pass for National Parks. I had to buy race tickets for the two days that Pat and I were there. Turn 5 is a good place to watch the action. There is a grandstand to sit, and you can go to the top of the stands and see other parts of the track. Also, you can get close to the track by standing next to the chain link fence. There is a large sign that flashes the speeds of the cars coming into turn 5, a 90 degree left turn. The turn is at the end of a long, downhill straight. The faster cars are hitting 150-175mph, so there is a lot of braking going on and some great action!!! By another stroke of luck, while I was standing there by the fence, an early Chevy Camaro must have lost it while braking for the turn, went into a spin, and ended up by the fence where I was standing.

The Clear Hooter!



The Camaro's hood and front fenders were at the side of the track, down a ways. The driver was ok, and able to get out of the car by himself. His racing week-end was over.

It was a fun two days at the race track. I think even Pat had a good time chatting with people she met there, and the food was pretty good too. So, if you ever find yourself in the state of Wisconsin, check the race schedule at Road America and see if you can catch a day or two of racing. It is worth a stop.





Teddy Bear Run

Photos and words by Patrick Redd

November marked the return of the 23rd annual Teddy Bear Run for the kids of Penfield School. CCBCC member C. Darryl Struth has put on all 23 years of the event. That's quite a record for a club event.

The Triumph Club joined forces with CCBCC for the run. The weather for the event couldn't have been more perfect. One car load of enthusiasts arrived wearing heavy jackets and fur hats. It could be that they drove a long way and it was cold when they started out. At 10am in Santa Paula it was already 85°F. Hard to believe it's November!

The school principal gave her presentation on the school and what they do for disabled students. The bears were then collected and we received instructions to "start our engines" and we were off.

The drive took us through some parts of Santa Paula I hadn't seen before - along the foothills and through a nice neighborhood of old craftsman and Queen Anne style homes. We then headed for HWY 150 north towards Ojai.

as we traveled further into the mountains, the thermostat outside started to climb (I was driving a modern MINI that has more luxuries than the classics). It was nearing 90° as we approached Ojai.

We then passed through Meiners Oaks and along Lake Casitas, before stopping at the Corner Market where there was a deli that one could purchase sandwiches.

Once everyone had their lunch in hand, it was off to the Old Creek Winery where we enjoyed a picnic lunch on the grounds of the winery.

For more photos from the event, please check out the photos page at www.centralcoastbritishcarclub.com



Teddy Bear Run



CCBCC members (left to right) Gary Cooper, Ron Root, and Leonard Halpin discuss the route ahead.

Bob Muzio's E-Type

The Clear Hooter!



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2012 CCBCC HOLIDAY BRUNCH **SUNDAY, DECEMBER 2, 2012**

WHERE: Clipper room, Four Points Sheraton
11050 Schooner Drive
Ventura, CA 93001

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

FEATURING: 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 always a need for toiletries, personal items, new sheets and blankets (single size), plus any cash donations are welcomed.

COST: \$20.00 per person, this price available only to members in good standing.

RSVP: Mail check payable to CCBCC with the form below by November 24th 2012.

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

CUT HERE -----

NAMES _____

AMOUNT ENCLOSED _____ FOR _____ PERSONS

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



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

LA Auto Show - LA Convention Center, November 30 - December 9

For all the latest info, visit www.laautoshow.com/

Holiday Party - Sunday, December 2, Four Points Sheraton, Ventura Harbor

We'll be returning to Four Points by Sheraton this year. Details have been mailed out to the membership. You can also find a copy of the latest details in this edition of the Hooter.

9th Annual Motor 4 Toys Charitable Car Show, Woodland Hills, Sunday, Dec. 2, 6:30am - noon

This year we expect to see over 5,000 cars! Our mission is to bring the motorsport community together for the holidays to collect as many toys as possible for less fortunate children. Entrance to the event is FREE for everyone. We ask that each guest bring along at least one new, unwrapped toy valued at over \$10. Come and join us for a beautiful, sunny day with the most spectacular high end automobiles the world has to offer...and all for a wonderful cause! The Anthem Building in the Warner Center, 21555 Oxnard Street, Woodland Hills, CA 91367. For more info visit <http://www.motor4toys.com>.

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

Once again we'll be returning to the Cottage Inn by the Sea in Pismo Beach. The tour will be on Saturday with an after party to follow. Details are still in the works. Rooms at a group rate have been set aside for CCBCC.. Make your reservations now! Register online at www.cottage-inn.com or call 800-440-8400.

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 covers. 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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