

# THE CLEAR HOOTER!

NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 27 Number 9 SEPTEMBER 2011

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*Le Mans Jaguars at the Monterey Motorsports Reunion*

Photo by Patrick Redd

Vintage Triumph Register



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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.

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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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**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



## September 2011 Presidents Letter

*Our president is in Alaska on holiday! This article is a supplement to the President's Letter from last month, the connection being that the Nash Healey received the President's Choice Award at this year's CCBCC car show. It's a lengthy article so look for part two next month.*

*-The Editor*

Once you own a Healey something happens inside, and when you find yourself without one, you find that you want another one. This is what happened to me after selling my award winning 1959 Austin Healey Sprite a couple of years ago. I had owned my Sprite for over 30 years and found that as I got older, I was getting bigger and my car seemed to be getting smaller. I knew that I wanted another Healey and thought it would be pretty cool to have a car that was made the same year I was born. So, I started looking at cars by Donald Healey that were made in 1953.

My search started with the Austin Healey 100. I had seen them at club meets and I even had the privilege when I lived in San Diego of taking Donald Healey, (DMH) for a drive in a red 100 when he was visiting a fellow club member in Rancho Santa Fe, CA. I believe that this is the car that he is seen standing next to on the cover of Donald Healey, My World of Cars. On the plus side, I liked that the car had great lines, was a little bigger and had more horsepower than my Sprite. On the minus side, I ruled the 100 out because I felt I also wanted a car that I could lock and had roll up windows, so the search continued. I remember seeing Nash Healey roadsters at the 2002 International Meet in Lake Tahoe, and started rereading my Healey books so that I could learn more about this car. DMH in the book, Donald Healey, My World of Cars shared that his company in the late 40s was in financial troubles and the teaming up with Nash allowed him to get out of debt and to make the Healey 100. I learned that a coupe version was also made in 1953, I liked that the car had roll up windows and that the car could be locked.

The history of the Nash Healey starts in the mid 40s, WWII had just ended, and service men and women were coming home and bring with them something that was new to America, sports cars from Europe.

DMH was building a Riley powered sports car called the Healey Silverstone. This car was doing well in races in Europe and caught the attention of Briggs Cunningham. DMH was commissioned to build a Healey Silverstone with a new engine from America, a Cadillac engine. This car was very successful and DMH wanted to



purchase additional engines from General Motors, so he took a trip to America on the Queen Elizabeth. Looking back into history, this trip would turn out to be an important event in the continuation and success of DMH's car company. In a chance meeting aboard the Queen Elizabeth, DMH would meet George Mason, the President of the Nash Motor Company. DMH shared that he was on his way to see if he could secure engines from General Motors for the Healey Silverstone. Mr. Mason offered engines if DMH was unsuccessful with GM. Mason knew that having a "sports car" with the name Nash on it would be a nice addition to the Nash Family of cars. It was through this meeting that the Nash Healey was born, and a long-term friendship was established. This chance meeting would turn out to be profitable for both men.



## Central Coast British Car Club Meeting - September 2011

September 2011 Meeting

General Announcements

CCBCC Members meeting at 7pm:

Member introductions included Noble Eisenhower.

The 'Car of the Month' was Trevor's 2003 Morgan Plus8 and although temporarily at Bill Turley's shop during the meeting the history of the car was described, and it will be featured in a future 'Hooter' newsletter

There was some discussion about the club's status and definition as 'small' and 'non-profit' with the requirement of filing as such each year.

Richard asked for the membership to vote on the revised Bye-Laws as already presented and Junie Cooper proposed a motion to that effect. It was unanimously carried by 24 votes for and 5 against.

### 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)

9/15 (Thursday) Coronado car show (Byron)

9/17 - Club breakfast at the Cottage meet in Ventura 9am - 12 noon (Darryl)

10/8 - 10/9 - Highland Games, Ventura, with free admission to any British car driver and one passenger (Paul Keener)

11/13 - Teddy Bear Run with BBQ afterwards (Darryl)

Raffle held by Gary Rice.

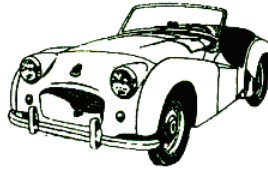
Patrick showed another video from the 'Top Gear' BBC series, this time featuring the Eagle E-Type Jaguar

Meeting closed 8:20 p.m.

Trevor J. Marshall - Recorder

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I go to A LOT of car shows, museums, and car related events. It's amazing that no matter how many I visit, I still see and learn about different cars I've never seen. Last month I took a trip up to Monterey for Car Week. This year I visited the Motorsports Reunion at Laguna Seca and the Pebble Beach Concours. Visiting those events is like no other. It's like a museum coming to life. Look for a report on these events in the next 2 issues. I'll also be adding some video links to the club's website. To see photos is nice but to actually see and hear these extraordinary cars in motion is something else. Hearing a track full of multi-million dollar Ferrari GTOs running at full song or Sterling Moss' Mercedes being started up was awesome.

There still are several events taking place in our area so don't put those cars away yet! Along with several British cars shows taking place in the next couple of weeks, we have some good local events taking place too. Be sure to check out the calendar for the latest happenings.

Patrick Redd  
Webmaster/newsletter editor



## What is it?

*Goodwood Revival, Collectors' Motor Cars and Automobilia, 16 Sep 2011*  
[www.bonhams.com](http://www.bonhams.com)

While drifting around from one car website to another, I came across a link that took me to this car. I'm guessing this could be the result of what could happen if an XK 150 and a Morris Minor spent some time in the garage together.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. The concept of the 'sports estate' is not new; there had been several such bespoke creations on quality chassis before WW2, while in the post-war era Harold

Radford's dozen-or-so shooting brake conversions of the Aston Martin DB5 are among the most familiar. The creator of the Foxbat though, remains unknown. One of only two made, and believed the sole survivor, the example offered here resided in France for many years before coming to the UK in 2008. It is believed that the car, which incorporates Morris Minor Traveller panelling, was created to serve as a motor sports support vehicle.





# Morgan

Photos and story by Trevor Marshall

# IZATION

*“The arrival of the Aero 8 will mark the end of U.S. sales for the Morgan Plus 8, a design nearly 40 years old that won't meet U.S. regulations for the 2004 model year. Morgan sold 90 units of the Plus 8 in the U.S. in 2003, its best year ever in the market.”*

So, after one less than inspiring trip to the ‘Morgan dealer’ in Chicago, it suddenly became conceived in September 2003 primarily of a mid-life crisis. Could you actually buy something of an investment and still have fun with it? We still lived in rural Wisconsin, and our purchase of a new Morgan posed some odd challenges, perhaps in keeping with it being something of an odd car (not to mention the owner).

Having decided on a make of car Kathleen had never heard of, it was only fair she got to choose the color scheme. Most of the Morgans I had seen seemed to be British Racing Green, but the decree was Royal Ivory with red interior, and no one (especially me) has found any fault with that decision.

For someone who had spent nearly five years in Yorkshire, buying a new car was heresy to me (ee bah gum, lad, always buy used - so some other fool takes the depreciation hit) and it was a strange feeling to check the horribly expensive “mohair fabric hood” option on the order form. But ‘you only live once’, and I slept easily by not ordering a radio, having already earmarked an elderly Blaupunkt specimen languishing in the Man Cave for that very purpose ...although as I soon discovered, listening to the Morgan itself is better than any sound system.

Despite the myth of people reportedly dying while waiting for their Morgan to be built, the reality for us was quite different - Born: Malvern, England, 28th November 2003. And “when was I coming to get it”, having convinced Morgan to let me ship it myself? “We don't have any room for it here, sir”

*The Clear Hooter!*



# Trevor Marshall's Morgan Plus 8



Since neither a trans-Atlantic sea crossing nor a trans-America drive to the mid-West seemed attractive in the depths of winter, a deal was struck with my sister whereby I would collect it in person, drive it to her home in Cumbria and wait for spring with the idea to have the suggested 1200-1500 miles on the car before its first and all-important service at the factory. Then it could be simply driven on to Southampton for shipping to New York. It did necessitate registering, insuring it and driving it (a LHD vehicle) in the UK, but the combination of avoiding V.A.T. (since I was not a UK/EU-resident) and arranging my own shipping was too tempting to pass up (that Yorkshire influence.....)

Along the way, I discovered that while Morgan always shipped their vehicles in containers usually packed full with spare parts, most of the premium EU car makers were using purpose built high speed "ro-ro" (roll-on, roll-off) vessels designed to minimize shipping delays, since to them time is money. And Morgan deactivates the airbags on their cars in containers since they can and do occasionally get dropped – evidently quite hard!

So, a little jet-lagged I arrived at the factory in Malvern by train on 15th January 2004, and drove it away – with my 'tax-free' GB plates as 'XE53 ACY'. Of course, it isn't long before it starts raining, so everything gets tested - and in fact by the time I returned in May there was even more rain - and by then one (small) leak at the windshield. There may have been others.....but I enjoyed several hundred miles along some of the best back roads and a night at my friends in Wales (who have a Triumph Stag and other terminal illnesses) before arriving back at the Morgan Factory, Malvern (1216 miles) on 6th May.

The first service took a little longer than anticipated but was very thorough and transformed the car –



much more supple, and the engine was getting more lively at this stage. Helpfully, the invoice stated that the 'underside was steam-cleaned and in delivery condition' in readiness for export – so I could deflect any awkward questions from U.S. Customs about mad cows upon entry to the Colonies.....

A short drive to Southampton on 15th May and she was duly exported from U.K. – aboard the SS 'Jingo Maria' along with several hundred new Volvos, an old Mini and a London taxi – amazing what there is a market for these days! Even had time for a pint with old friends before flying home myself.

All went well and she arrived in Newark, NJ, on 24th May and so did I ready to do battle with U.S. Customs. In the event, the men in blue had just moved to a new facility and were too busy fiddling with their computers to even come out and look at the car.....as long as the VIN was in the system, certificate of origin produced and duty paid, you are on your way - certified "50 state" legal for U.S.A. at the tender age of 1362 miles.

A further 1000 miles of rather tedious interstate-bashing got me and baby back to Wisconsin, and safely into the newly built detached garage (the pouring of whose concrete foundation was delayed from October 2003 due to a bankrupt contractor – another story)

Since then, four great driving years in WI and now three in CA have elapsed, with the only real issue being the failure of the original battery earlier this year and just recently an idle fault (the car, not me). So I guess now it is simply just another Brit sports car.....with the new battery mounted at the back rather than being fried under the hood (interestingly, the new Morgan Roadsters now also have rear batteries just as their ancestors did - "Si fractum non sit, noli id reficere" – if it ain't broke, don't fix it)

And it's passed the CA smog test – EVERY TIME (twice)



# Trevor Marshall's Morgan Plus 8



Family history: Only 61 younger siblings were apparently made after mine. 2003 U.S. specification:

- POWERTRAIN: 4.0-liter, 187-hp, 225 lb-ft V8; RWD, five-speed manual (Land Rover's V8 was derived from the Buick 215, an all-aluminum engine introduced in 1960 for the 1961 US model year).

I have added a K&N air filter, anti-knock sensors and a Tornado ECU chip – the latter simply because this is not in fact a two ton off-road automatic transmission vehicle designed to climb stairs, which is how the engine is configured for its intended application!

- CURB WEIGHT: 2090 lbs • 0-60 MPH: 5.6 sec • Max speed: 135 mph (really? I hadn't noticed.....)

Verdict:

The Morganism can indeed be quite challenging, but it is always infinitely more rewarding.....

Waiting at the port in the UK  
May, 2004

*The Clear Hooter!*





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# A Tribute to Jaguar

## *Monterey Motorsports Reunion*

Photos and  
story by Patrick Redd

This past August, 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 track during the four-day Rolex Monterey Motorsports Reunion. This year's featured marque was Jaguar with a special focus on the E-Type, which was introduced 50 years ago. The E-Type took centre stage at this year's Reunion. 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. Among these cars were the Le Mans winning C and D Types. These cars were nothing short of amazing to see them in person. My only complaint was that the display area was a little dark.

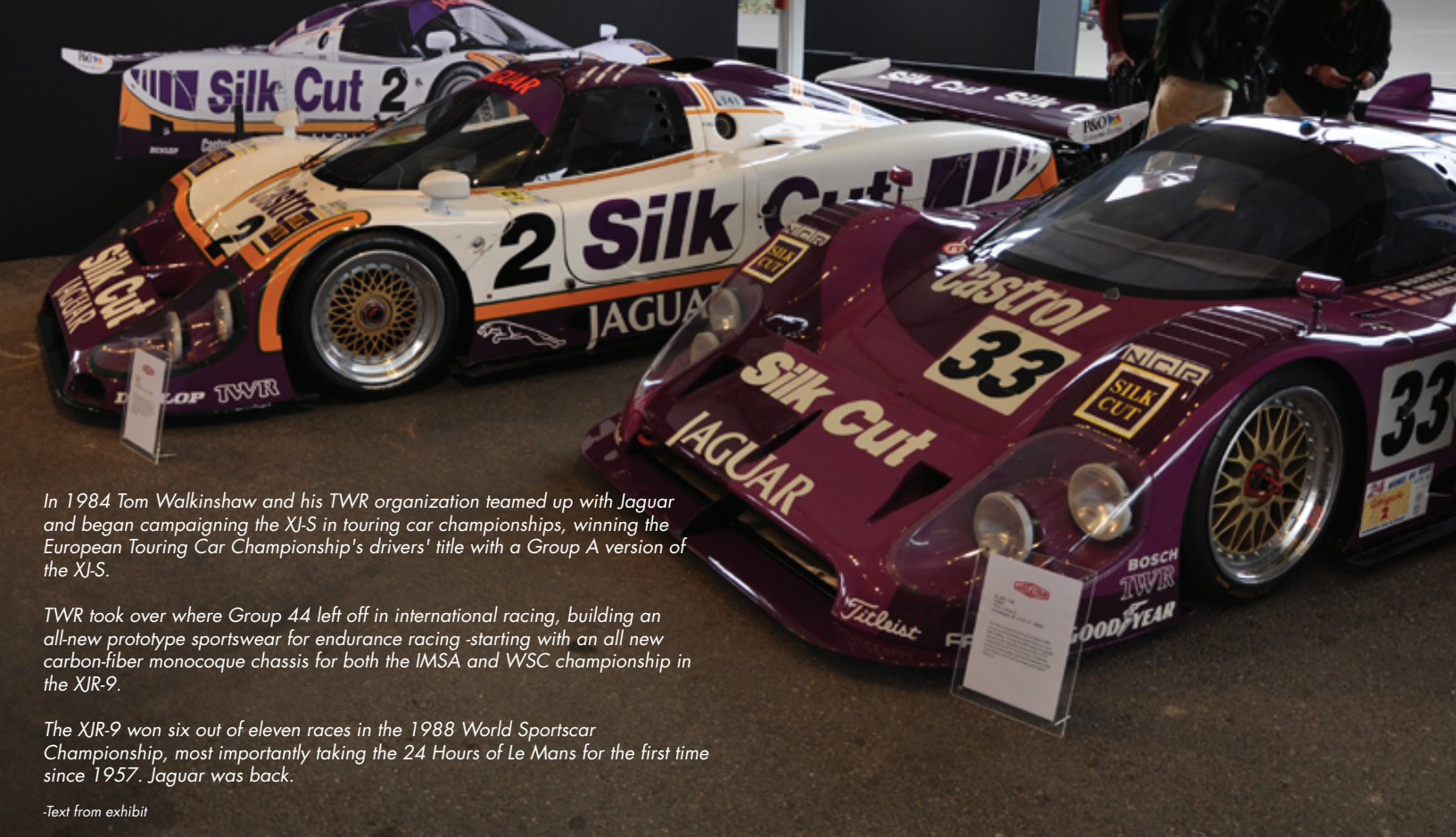
Also displayed were the Cunningham racers and the more modern XJR race cars. The display took one through a timeline of Jaguar's racing history. It was interesting to note the evolution of the cars as one walked down the line. Outside of the main area were several C and D Types on display, all with impressive stories or race histories behind them. As part of these celebrations, the legendary American Jaguar privateer Bob Tullius was also honored.



1956 D-Type. Originally built by the Jaguar Experimental Department, it included Lucas mechanical fuel injection and an independent de Dion rear suspension. XKD604 was the only D-Type Jaguar to participate in racing competitions using this suspension configuration.







In 1984 Tom Walkinshaw and his TWR organization teamed up with Jaguar and began campaigning the XJS in touring car championships, winning the European Touring Car Championship's drivers' title with a Group A version of the XJS.

TWR took over where Group 44 left off in international racing, building an all-new prototype sportscar for endurance racing - starting with an all new carbon-fiber monocoque chassis for both the IMSA and WSC championship in the XJR-9.

The XJR-9 won six out of eleven races in the 1988 World Sportscar Championship, most importantly taking the 24 Hours of Le Mans for the first time since 1957. Jaguar was back.

-Text from exhibit

Among the cars were the sports and prototype racers built by Bob Tullius' Group 44 in the 1970s and 1980s. Not only were these cars very successful, Group 44 also brought Jaguar back to Le Mans after an absence of several decades. So it was more than fitting that Tullius was honoured this Jaguar year. A most fitting tribute were the two opening laps of the Thursday and Friday practice sessions of the IMSA GTP / Group C group. These were lead by no fewer than three of the Group 44 Jaguar prototypes, including the XJR-7 that scored the very last GTP win for the great privateer team. On display in the paddock was a sister XJR-7, which had been used by Tullius to score his final win as a driver.



1952 C-type fur - This C-Type competed in the East-West meet at March Field in Riverside, California and was driven by Phil Hill to second place in the Lone Star 200 at Bergstrom Air Force Base in Austin Texas. In October 1955, Pearce Woodstock took 1st place at the Torrey Pines Six Hour Race in San Diego, CA



As during many historic race meetings this year, the E-Type's 50th birthday was celebrated with a special E-Type race. With only a dozen cars out on track, the turn out for this group was a little smaller than I expected. The star car among them was Gregory Whitten's beautiful and rare Lightweight Roadster that was campaigned in historic events by Neil and Nigel Corner in Europe for many years. I captured some video of a pass on the Cork Screw but the camera wasn't in focus. That's one of the shortfalls of using an SLR camera with a video feature - no auto focus on video :(

*The Clear Hooter!*





At Le Mans in 1954, Sir William Lyons met American sportsman Briggs Cunningham. Recognizing someone who could help improve sales in Jaguar's largest market, Lyons loaned a D-Type for Cunningham to race at the 1955 Sebring 12 Hours. The car dutifully won, and the victory resulted in the loan of another D-Type to compete at Le Mans.

Over the years the Cunningham team would compete at Le Mans in 1960 with E2A (the second E-Type prototype) in 1962 with an E-Type FHC, and finally 3 Lightweight E-Types in 1963.

Additionally, Cunningham Jaguars competed in hundreds of races in the US and he became the official Jaguar distributor for the east coast.

-Text from exhibit



This C-Type enjoyed victories at Thruxton, as well as podium finishes at Charterhall, Snetterton, Ibsley, and Nurburging 1000km. It was primarily driven by Jimmy Stewart.

The C-Type was successful in racing, most notably at the Le Mans 24 hours race, which it won twice. In 1951 the car won at its first attempt. The factory entered three, whose driver pairings were Stirling Moss and Jack Fairman, Leslie Johnson and 3-times Mille Miglia winner Clemente Biondetti, and the eventual winners, Peter Walker and Peter Whitehead. The Walker/Whitehead car was the only factory entry to finish, the other two retiring with lack of oil pressure.

In 1952 Jaguar, worried by a report about the speed of the Mercedes-Benz 300SLs that would run at Le Mans, modified the C-Type's aerodynamics to increase the top speed. However, the consequent rearrangement of the cooling system made the car vulnerable to overheating.[1] All three retired from the race. The Peter Whitehead/Ian Stewart and Tony Rolt/Duncan Hamilton cars blew head gaskets, and the Stirling Moss/Peter Walker car, the only one not overheating, lost oil pressure after a mechanical breakage. Later testing by Norman Dewis at MIRA after the race proved that it was not the body shape that caused the overheating but mainly the water pump pulley that was undersize, spun too fast, caused cavitation and thus the overheating. What the body shape did do though was to create enormous tail lift, which caused the cars to squirrel their way down the Mulsanne (properly called the Hunaudières) straight at speeds over 120mph (200kph).

In 1953 a C-Type won again. This time the body was in thinner, lighter aluminium. Further weight was saved by using a rubber bag fuel tank ... lighter electrical equipment and thinner gauge steel for some of the chassis tubes ... The most significant change to the cars was the [switch to] disc brakes. Duncan Hamilton and Tony Rolt won the race at 105.85 mph {170.34 km/h} – the first time Le Mans had been won at an average of over 100 miles per hour (160 km/h) .-From Wikipedia








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## Monthly Car and Bike Show

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

## Monthly Breakfast - CCBCC event

CCBCC breakfast is to be held the 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

## 2011 Camarillo Old Town Cruise Nights, 4th Friday of the Month Through September - July 22 features British cars!

Camarillo Old Town 2011 Cruise Nights! The 4th Friday of the Month. April 22, May 27, June 24, July 28, Aug 26, and Sept 23. 2220 Ventura Blvd, Camarillo. Cruise Nights are free, fun for the entire family, and a great way to spend a spring or summer evening. With 200+ classic cars, live music, and terrific stores and eateries in Old Town, there's something for everyone. Call 805.484.4383 for more information.

The organizers would like to feature British cars at the July 22nd cruise night. They will park all the British cars in the section of the parking lot in front of the main building next to Decor West. This is where the disc jockey is set up and is the focal point of the displays. Tom asked me to put out the word so they can get a large number of cars there. For those who may not be familiar with this event, this is a free, informal show open to anyone. It is held on Ventura Blvd. in Camarillo Old Town between Elm and First Streets. The parking lot is on the south side of the street. The advertised time is 4 PM to 9 PM but several cars usually arrive early. Cars keep arriving during the first couple of hours.

## Camarillo Airport Auto-x - September 17, 2011

Sponsored by the Santa Barbara Region Porsche Club. All makes of vehicles are able to run in this event so if you want to have some fun and exercise your car, this is the safe place to do it. For more info, visit [http://pcasb.org/pcasb/images/CamarilloAutoX\\_Sep2011Color.pdf](http://pcasb.org/pcasb/images/CamarilloAutoX_Sep2011Color.pdf)

## English Motors at Fairbrook, September 17-18 - Fallbrook California

Fairbrook Farm is a twenty five acre horse ranch located in Fallbrook California. We have room on the field for 350 cars and up to twenty vendors both automotive and food related. The Saturday Car Tour will make stops at some wonderful car collections and lunch and dinner will be included. Please visit our website [www.englishmotorsatfairbrook.org](http://www.englishmotorsatfairbrook.org) or call 760 728 0101

## Triumphest 2011, September 15-18, Northwoods Resort, Big Bear Lake, California

The most fun you can have with your Triumph! Beautiful mountain lakeside setting, nestled in the pines and within walking distance of Big Bear Village. Reservations: 800 866 3121, prompt #1 <http://www.northwoodsresort.com> Preferred room rate: \$99.00/night use promo codes "TRSC" or "Triumph Car Show" Room rates will apply for a few days on either side of the event if you'd like to stay longer. Early Bird Special: all rooms are the same price, but some have extra amenities such as fireplaces. If you get your reservation in early, you'll have first pick of the premium rooms. For a full schedule of events, please visit: <http://www.triumphest2011.com>

## Clovis British Car Round-up 2011, Sept. 24-25 Clovis, CA

All British Car owners are invited to enter the 9th annual (2003-2011) Clovis British Car Roundup celebrating the British car hobby in the Central San Joaquin Valley. Join us on Saturday for a tour of the Sierra foothills on Saturday morning and on Sunday take in the only display of British cars in the Central Valley between San Diego and Sacramento! October weather is always great in Old Town Clovis. For more info, please visit <http://www.valleybritish.org/clovis-british-car-roundup/>

## 32nd annual San Diego British Car Day - Oct. 2nd - Liberty Station, 9am-3pm

For more info please visit <http://www.sandiegobritishcarday.org/>

## Seaside Highland Games - Seaside Park - Ventura Fairgrounds, October 8 & 9, 2011 9:00 am to 5:00 pm

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

## 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/>

**Teddy Bear Run - November - The 22nd Annual Douglas Penfield School Teddy Bear Run will be on November 13, 2011 at 10 A.M. 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.**

**Holiday Party - December - Details coming soon. New Venue this year!**

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

**Patrick Redd**  
**Chuck & Pam Rimlinger**  
**Steve Remmington**  
**Richard & Diane Armstrong**  
**Byron McCracken**  
**Pat & Bill Billough**  
**Noble Eisenhauer**  
**Allen Merriam**  
**Trevor Marshall**  
**Martin Keller**  
**Dave & Sue Wellwood**  
**Jack & Pam Waschbusch**  
**Ron Selig**  
**Bill Rogers**  
**C. Darryl Struth**  
**Paul & Karen Keener**  
**Leonard & Judy Halpin**  
**Gary & Junie Cooper**  
**Don Greene**  
**Joe Kern**  
**Gary & Pat Rice**  
**Mark Costello**

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