



CENTRAL COAST TRIUMPHS

OFFICERS:
President Lee Fitch
Vice Pres Tom Culbertson
Treasurer Lynn Klope
Secretary Michael Lind
Membership Ron Kibbe

February 1987

Minutes of February Meeting

The meeting was held on February 5, at Tony's Restaurant in Carpinteria. President Lee called the meeting to order, Lynn reported our treasury stands at \$806.78, quite healthy. With no old business discussed, we went on to many new businesses:

- a. A Board meeting was scheduled for 7pm, Feb. 12, at Lynn's and Bob's home.
- b. Lee reported that there will be over 30 cars for our Valentine Day wine tour, reminded all to meet at Santa Barbara Medical Foundation Clinic's parking lot by 10am.
- c. Somehow our January newsletter copy was mishandled by U.S. postal service, consequently Jay Orband received the copy on January 29th, at least a week later than planned. Since the materials are edited in Santa Barbara, we decided to copy and mail out the newsletter from Santa Barbara, certain to eliminate a potential source of delay. For you members, please accept the Board's apology for the resulted lateness of our last newsletter. We decided at the meeting to mail out postcards immediately to all members with all the appropriate informations on the Valentine Day wine tour. For details on how the tour worked out, read Misfires.
- d. Coming events were presented; they are;

March 21	Fox and Hound Rally with S.B.M.G. Club.
April 11	Vintage Racing and Sports Car Show at St. Vincent School, Santa Barbara. Entry fee is tax deductible.
May 23	Tech session with Tom German, Ventura.
June 14	2nd Annual Tea and Crumpet Rally, Ventura.
July 18	Triumph Marque Day at Moss Motors, Goleta.
August	Campout in Santa Barbara County.
Sept.	Crane School Councours D'Elegance.
Oct. 16-18	TRIUMPHEST at Las Vegas, Nev.
Nov.	Treasure Hunt Rally with S.B.M.G. Club.
Dec.	Christmas party.

Summary of Board Meeting-Feb. 12, 1987

It was out of concern for the quality of our newsletter, insufficient participations from members, and lack of clear defined duties of our Vice President prompted this meeting.

- a. Officers are increasingly concern about the timeliness and materials of our newsletter. The Board agreed to broaden the variety of topics and set a deadline for materials to be included in the newsletter, which is the 15th of each month. We are to start a member profile in our month letter. This will enable those members for reasons unable to either attend our meetings or events to have some kind of ideas "who is who" within our club. For a starter, Tom Culbertson, Vice President, has volunteered his profile for this issue.
- b. We'll solicit a pet name for our newsletter.
- c. We'll start a raffle at our monthly meeting, 0.25/ticket or 5 tickets for :

- d. We'll start a want ad section in our newsletter, with Jim Hambly as our advertising executive. Again, have all items listed with Jim before the 15th of each month.
- e. A copy of our By-Laws will be included in your next issue of newsletter.
- f. Membership chairman, Ron Kibbe, will be devoting his time to promote membership participations.
- g. With your next renewal of membership dues, you will get a membership pin with your name on it. We thought this will enhance our club's identity.
- h. As to the duties of our Vice President, I will ask him to check with a Mr. Bush at 1600 Penn. Ave., Washington D.C., I'm surely Mr. Bush will suggest our man to start campaigning for the Presidency position.

NEXT MONTHLY MEETING

Date: March 5th, Thursday, 7:00pm.
 Place: Tony's Restaurant, at 699 Linden Ave., Carpinteria.
 *****Remember to come with a suggestion for naming our newsletter, and participate in our club's raffle.

NEXT MONTHLY EVENT: Fox and Hound Rally.

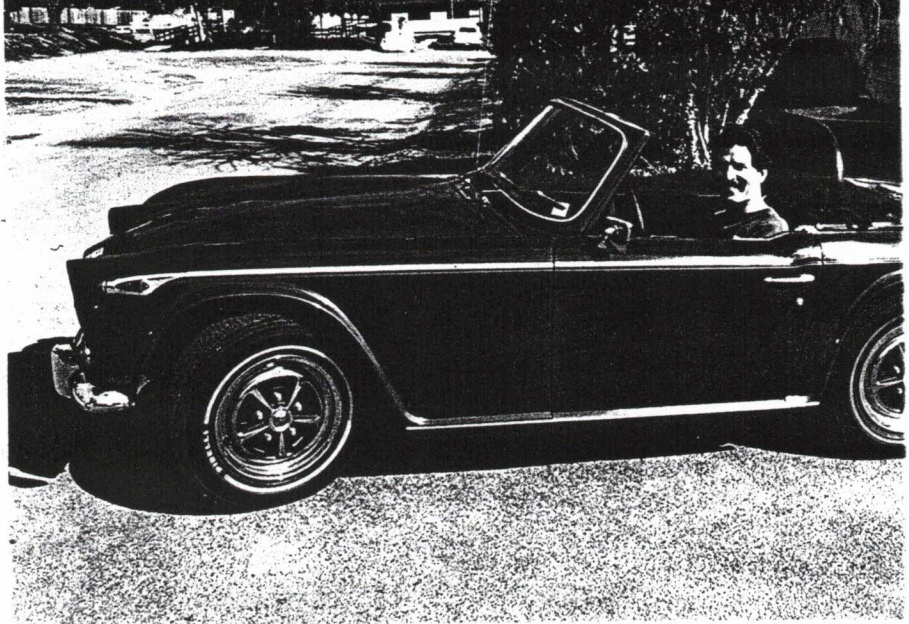
Date: March 21, Saturday.
 Place: The Santa Barbara Special T's have invited us on their Annual Fox and Hound Rally. Unfortunatley they were uncertain of the start finish, or time. The start time and place should be available by our next meeting. If you can not come to the meeting but would like to participate in the rally please call Lee at 969-1237 and get the details.

Are you in need of answers to that Triumph of yours? Good news, we now have members who are willing to serve as "source" persons on various Triumph models, which is one of the most important benefit of belonging to a marque club. Because of rush to get this copy to the press, your editor is not able to provide all volunteer's phone numbers yet, but they will appear in future newsletters.

- TR3sMichael Ling, Santa Barabra, 687-8565.
- TR4s.....Steve Walker, Santa Barbara,
 Bob Klope, Ventura, 653-7233
- TR250.....Tom Culbertson, Ventura, 644-0666
- TR6.....Steve Lewis, Santa Barbara, 965-6886
 Jay Orband, Ventura.
- TR7.....Ron Kibbe, Oxnard, 486-0237
- GT6.....Lee Fitch, Santa Barbara, 963-1237.
- Spitfires....Fred Walker, Ventura, 522-1155
- Stag.....Ed Lang, Santa Barbara, 569-0553.

Starting with this issue, C.C.T. will feature a classified section, for our members' benefits, may you have Triumph related items for sale or trying to locate that difficult to find part for your Triumph, get the informations to our classify coordinator, Jim Hembly, at 212 E. Barnett St., Ventura, CA 93001, or call (805) 643-6260. Deadline for inclusion in the newsletter is the 15th of each month. For this issue, we have the following items for sale:

- *77' Spitfire, White with black interior, needs front end work, 62,000 miles, also Spitfire parts for sale. David Hawley, 644-4640 between 8pm-11pm.
- *Misc. Spitfire parts for sale, 483-3465, Armando Soria.
- *Parts for 66' TR4A, GT-6s, and Spitfire. Call Jim Hembly at 643-6260.
- *Misc. Spitfire parts, call red Walker, spotter for Spitfire parts, 522-1155.
- *'64 complete TR4A, and other TR parts, Ken Brand. Home:484-3382, Work:644-0824.
- *77' MG Midget rear end, \$100, call Ron Kibbe at 486-0237.
- *74 1/2 TR6, 100 pointer with mere 10K miles, carmine red, factory soft and hard tops, roll bar, Ron Kibbe has photos of car. Call Robert John at (805) 227-4390, 3362 E. Griffeth Way, Fresno, CA 93726.



Dear Fellow Club Members,

As the new vice president of our club I felt a certain obligation to introduce myself to those members I have not met.

My name is Tom Culbertson and I drive a 1968 TR250 which I've owned since 1976. This is the first car club I've belonged to and I joined in March of last year. My reasons for joining were the same as many of you. I was worried about where to find parts for my car and good mechanics to work on it. I found these sources with the help of Central Coast Triumphs and something even more important. Good friends.

Call it serendipity. I found something I hadn't expected. I don't know where I could have found a nicer bunch of people. I have had more fun in the past year with my TR than in any of the eleven years I've owned it. This is all due to the existence of our club and the people who belong to it.

I have not met all of my fellow members and I've not seen some of you for a long time but I hope to see every one of you soon. I hope you will attend some of the club events this year and meet the same great people I've met.

Tom

MISC FIRES.....

Our Valentines day wine tour was a hugh sucess. 33 cars participated in the tour. In addition to the Triumphs there were MGs, Jensen Healey, Austin Healeys, and a Sunbeam Tiger. (Sorry I won't mention those other cars by name!) The biggest surprise came when we arrived at the Brander Winery and found they had opened their new building for us and baked cookies for all of the children.

After our very pleasant stay at Brander we drove into Solvang for lunch at the Mustard Seed. We were in for an additional surprise. Even though we had only made reservations for 30, they were able to seat everyone who wanted to eat there, which was about 60 people.

With lunch finished we traveled to the Sanford Winery. It is in a rustic setting and many owners took the opportunity to take some nice pictures of their cars. We also had our Valentines Day Card Contest. It was won by Michael Ling (he should bring his card to the next meeting) Their was a tie for second place. It went to Diane Korbin and Sue Davis of the TRSC. Clubs attending this event were the CCT, SCTOA, TRSC, Special Ts, Austin Healey, and Jensen Healey clubs. Everyone had a good time and look forward to next years event.

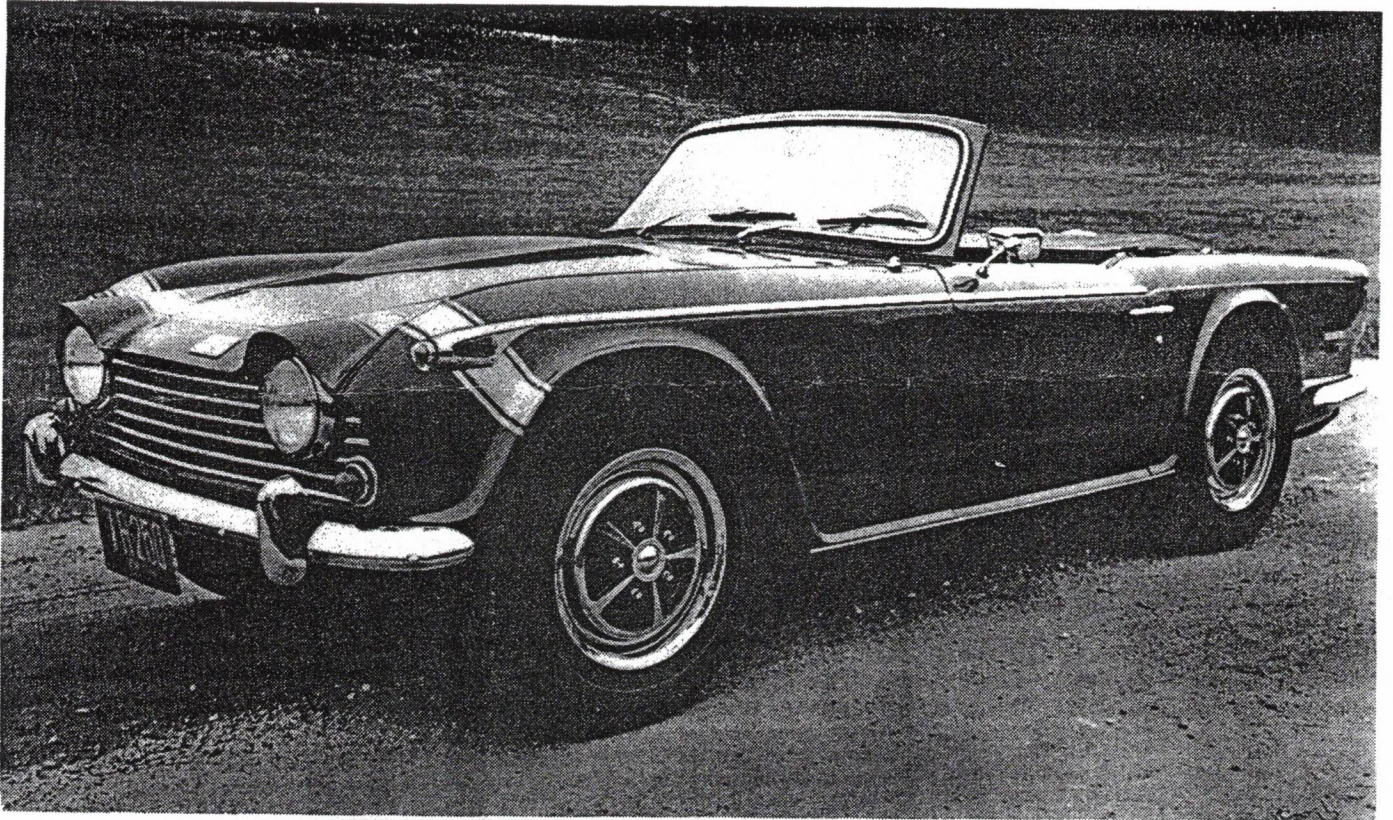
On another note, those of you who recieve the Moss Motors newsletter, Moss Motoring will have notice that Michael Ling had a Tech article printed. This article was picked up by Moss from our newsletter and it earned Michael a \$25 gift certificat. Moral of this story is that by contributing to this newsletter you could earn a similar prize. So get your pens and paper out and go for it.

Our good friends the TRSC celebrated thier 10th birthday this month. I was able to attend their party in Los Angeles. Seeing Triumph owners in black tie and tails was quite an experience. One theme that was taken throughout the night was the good friends everyone had made though the club. I agree. There are some great people out there. I would like to congratulate the TRSC on this milestone and wish them many happy returns.

Till next month,



Classic Example



Triumph TR250

Up until about 1968, life for the Triumph buyer was relatively simple. Back about 1953 or '54, if you wanted a Triumph sports car, you put your money down and bought a TR2. The only major decisions were, what color, and is the optional overdrive worth the extra cost? The TR3 came along in the mid-1950s, was followed by the TR3A and TR3B a little later, and was eventually replaced by the TR4 in 1961.

There were, of course, changes and improvements to all models, but for the buyer there was little to be concerned about. If it was a new Triumph you were after, you usually got the latest model, and it was still a basically a matter of what color, and a 'yes' or 'no' to the question of overdrive.

It did get a little confusing a few years later when the (old) live rear axle was offered as an option in the U.S. because some buyers didn't want the new IRS of the TR4A. In retrospect, it was a clue that not all future Triumphs would be created equal.

Turning back the clock to about 1965 shows why. In order to keep abreast of the competition Triumph decided it was time to replace the TR4. The new car had to be more modern (keeping in mind that this is

a British-built car), and it had to be faster. The new model, designated TR4B and code-named Wasp, was designed around a six-cylinder engine even before it was decided which engine would actually be used. The old Triumph 2000 engine was considered. This was an old unit that lacked the power and refinement Triumph wanted, so it was back to the drawing board. The result was a new 2.5-litre six based on the old 2-litre. With Lucas fuel injection, the new car (now officially designated TR5), produced 150 horsepower, a tremendous increase over the TR4's 104. A carbureted version of the TR5 was developed for the North American market, and since the engine was different, Triumph decided to make the entire car a little different. They added a stripe across the bonnet and called it the TR250. Now there was reason to be concerned, and many who had been patiently waiting to buy a TR5 were less than thrilled at the arrival of its lower-powered sibling. The decision to buy a TR250 was more difficult because many buyers knew a newer model was already in the works. When the TR6 did come along it had no more power than the TR250, but carried the same model designation regardless of which engine it had. A TR6 was a TR6.

The TR5/250 remained in production for only about 15 months. Just 8,484 TR250s were built, along with a scant 2,947 TR5s.

Please Check Address Label
for Expiration Date.

TR4 12/24/87
RON & CARMEN KIBBE
P.O. BOX 1381
VENTURA CA
93002

The Central Coast Triumphs
P.O. Box 566
Santa Barbara, CA 93102
Address
ADDRESS CORRECTION REQUESTED

