

CENTRAL COAST TRIUMPHS

C.C.T. Officers:
President Lee Fitch, Santa Barbara
569-5397
Vice Pres. Tom Culbertson, Ventura
933-3684
Treasurer Lynn Klope, Ventura
653-7233
Secretary Michael Ling, Santa Barba
687-8565



DECEMBER, 1987



*May your Christmas
be filled with everything
that fills your heart
with joy!*

Minutes of November meeting:

1. A slate of nominees for various official positions were presented to members at the meeting, the slate was accepted in its entirety without objection. Your C.C.T. officers for the year 1988 will be:
President--Ron Kibbe, Santa Paula
Vice President-- Tom Culbertson, Santa Paula
Treasurer--Lynn Klope, Ventura
Secretary/C.C.T. Editor--Michael Ling, Santa Barbara
Events coordinator--Lee Fitch, Santa Barbara
2. In Lynn's place, our Treasurer Pro Temp Bob Klope reported on our financial status. Presently our fun chest has \$644.
3. President Lee Fitch brought Bill and Christy Hopper's trophies from their trophy hunt at the Las Vegas Triumphest '87. The Hoppers won trophies in three events:
2nd. place in the model contest.
1st. place in the Funcourse.
1st. place in the FUNKHANA.
4. For those of us who missed Triumphest '87, Bob Klope show his video on its various events. Thanks you, Bob.

Classify:

TR3 A or B, rebuilt engine with 2200cc Vanguard kit, Shelby wheels, new top & side curtains, not running currently. Make Offer. 525-4358, Don Wes

Rebuilt TR3 head, not used since rebulilt. 654-0555, Michael Ormsby.

1967 GT6 Mk1, won 1st place at Marque Day 87. \$2800/OBO.

Day (818) 792-7979, Home (818) 244-4965. Ask for Bob Behr.

Annual Christmas Party

Tire of another Christmas party? Well, your C.C.T. officers have come up with a new twist for celebrating Christmas in an unconventional fashion. Instead of the usual dinner parties, we are offering a picnic at a near by county park. The location is called CAMP COMFORT, just this side of Ojai, off Creek Road.

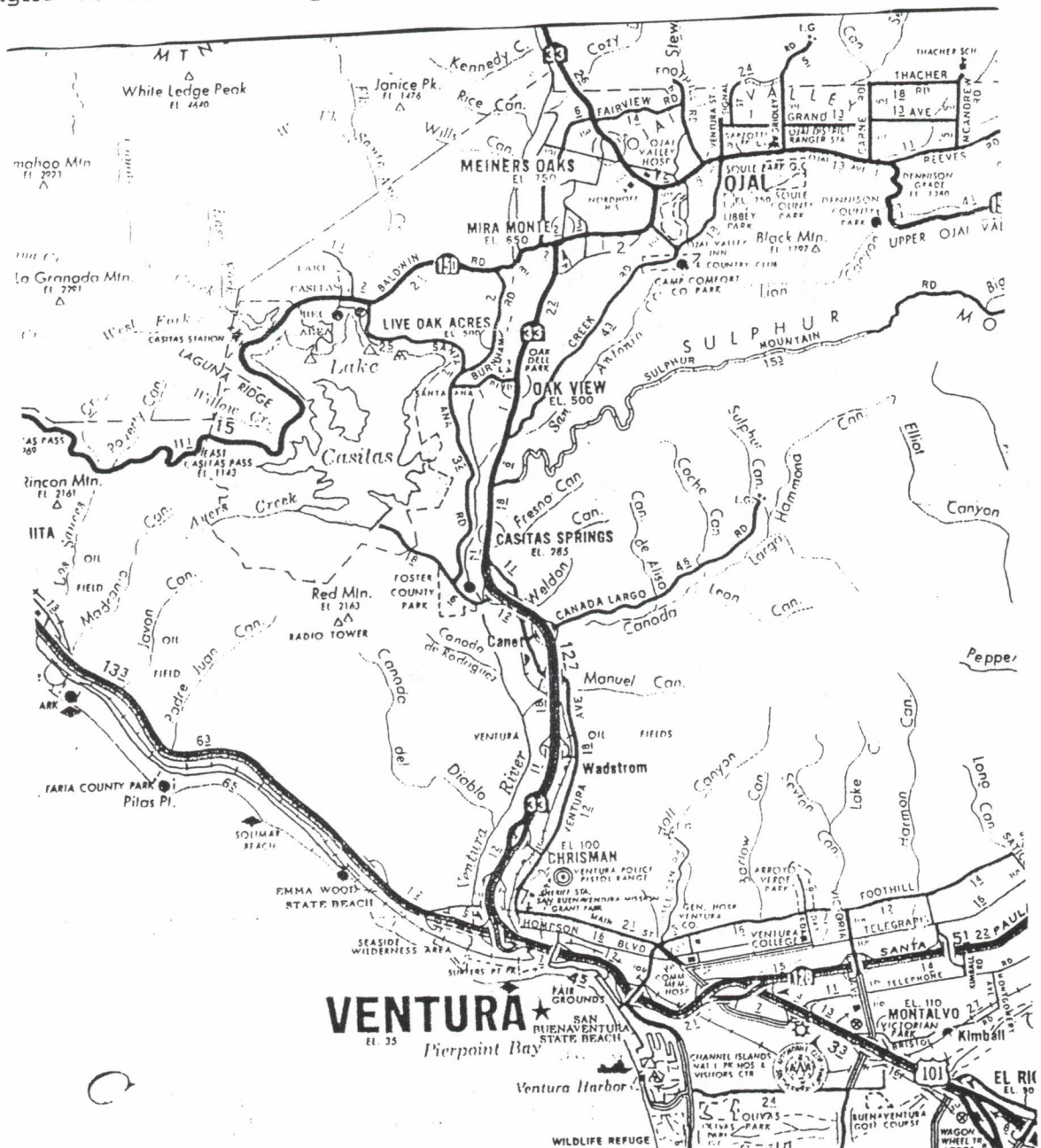
Date: December 19, Saturday Time: 11am.

Santa Barbara members bring desserts

Ventura members bring salads and side dishes

C.C.T. will supply tri tips, bread, and soft drinks, and the \$2/car fee

***** Each car to bring an inexpensive gift to exchange. The gift ought to be useful by owners of different Triumph models.



Your editor came across a piece of historical interest in the February, 1962 issue of Sports Car Graphics, thought you like to share.

THE PROBLEM IN HOLDING A HILLCLIMB is not in getting sufficient entrants, but simply in getting a hill. In California, as in many other states, permission to use a public road for a "speed contest" of any kind is just about impossible to secure. In Southern California, due to the tinder-dry grass and chaparral, the various fire departments (city, county and state) even frown upon spectator-events on private land.

This is why the announcement that the Corvette Owner's Club of North Hollywood was holding a two-day hillclimb, less than a two-hour drive northwest of Los Angeles, stirred up so much interest and over 120 entrants — this in spite of the popular one-day San Luis Obispo races the same week-end. The beauty of the COCNH's hillclimb site was that it was within the rugged hills of the Lake Casitas Recreation Area, owned by the apparently very cooperative Ventura River Municipal Water District. The site's bad point, and the

PHOTOS: TOBY PALMIERI

one which keeps the organizers from making a really excellent, paved and permanent hillclimb or race circuit at this location, is that Lake Casitas is a dammed, artificial lake, created for water conservation. The lake is at an extremely low level now, due to lack of rainfall during the last few years. One good rainy winter and the lower half of the hillclimb course will be below water level, the hill itself an island.

In its first attempt at a large-scale competition event the COCNH came up with a highly successful weekend, all things considered: a Daimler that flipped on Saturday, injuring its driver, disappeared from the "official" results as though it had never existed (a pretty hokey way to close the barn door after the horsepower has fled); the contestants were never given the complete or even class results, and individual times up the hill were often unrecorded or lost during the event — trying to record our third official run in the Birdcage Sprite, on Sunday (three official

runs were allowed during the two-day best time to count); the timers failed a clock as on our first charge up the hill and while our second run (a really first one, naturally) was timed, it was never recorded in the official results; lost, a place in the final elimination runs for top three in each class. This sort of confusion was common.

But, aside from this handful of goofs, to be regrettably expected in a club's first big competition event and easily remedied in its second, the entrants had one hell of an enjoyable weekend. The Lake Casitas officials were apparently very happy with the event and with the spectators it drew. Indeed, they've invited the Corvette Owner's Club of North Hollywood to stage a couple of hillclimbs a year, as long as the course is above water, that is.

The next one is scheduled for mid-February. Now, if they'll just record my third run this time...

—W. R. C. Shedenhelm

Lake Casitas Hillclimb

