



THE HERALD



THE NEWSLETTER OF CENTRAL COAST TRIUMPHS

February 1988

Vol. 5 issue 2

UPCOMING EVENTS (FEBRUARY - APRIL)

- FEBRUARY 13 1988 (SATURDAY) Lee has made arrangements for another classic WINE TOUR. These tours are gaining in popularity each year. 2-wineries are on the agenda the Gainey winery and the Rancho Sisquoc winery. (see details and map in the January newsletter). We have reservations for 30-people at the Mustard Seed restaurant in Solvang for lunch. Southern participants can gather at Charley Brown's Restaurant 760 South Seaward Ave. in Ventura at 9:00am. Everyone will then meet at the Santa Barbara Medical Clinic 215 Pesetas Lane in Santa Barbara at 10:00am. Please note that Gainey Winery will be charging \$3.19/person.
- FEBRUARY 21 1988 (SUNDAY) The Santa Barbara Sports Club is sponsoring another AUTO SLALOM at the Santa Barbara City College lower parking lot. As you are most likely aware the January 17th Slalom was unfortunately rained out. Strangely enough it hasn't rained a day since. Tech and registration will open from 9:00am-1:00pm. The first car runs at 10:00am. Entry is \$15.00. This event is a speed event where the cars are timed running a tight course within the confines of the parking lot. You are permitted 3-timed runs followed by optional FUN-RUNS, with a co-pilot if you wish, at \$1.00/run. Bob Klope and I will be recording the slalom on VHS cassette for a showing at one of our upcoming monthly meetings. For further information call me, Bill Hopper at (805) 687-9851.
- MARCH 3 1988 (THURSDAY) CCTC monthly meeting to be held at the Rusty's Pizza parlor 3731 State St. Santa Barbara AT 7:00pm.
- MARCH 13 1988 (SUNDAY) The Santa Barbara Special T's will be having a gimmick rallye. More details at the March monthly meeting.
- MARCH 20 1988 (SUNDAY) St. Patrick's Day Poker Run - Malibu Canyon Tour sponsored by the SCTOA.
- APRIL 7 1988 (THURSDAY) CCTC monthly meeting to be held at the Round Table Pizza 4255 East Main St. Ventura at 7:00pm.
- APRIL 9-10 1988 (SATURDAY-SUNDAY) VARA race at Riverside. Rumor has it that this will be the last Vintage Auto Race at Riverside.
- APRIL 23 1988 (SATURDAY) St. Vincents School Auto show to be held at the Santa Barbara City College as it was last year. We typically have a good showing of Triumphs at this show.
- APRIL 24 1988 (SUNDAY) Camarillo High School's fourth annual Camarillo Car Show (see details on the enclosed flyer).
- APRIL 30 1988 (SATURDAY) The Santa Barbara Special T's Fox and Hound Rallye

PAST EVENTS

January's event was to be the Auto Slalom on th 17th. This was rained out and I'm reasonably confident that the February 21st Slalom will not be overshadowed by small craft warnings. This is of particular concern to drivers of Triumphs as it swings the advantage to larger crafts such as Corvette's.

January's monthly meeting was attended by 26 club members.

Lynn Klope reported our treasury stands at \$640.00.

Lee Fitch displayed her handiwork with a calendar incorporating all of the upcoming 1988 events. This calendar will be finalized this month. The initial draft was very impressive and I look forward to incorporating it into our March newsletter.

Ron Kibbe discussed the matter of Central Coast Triumph business cards. We can go to press as soon as we receive an affirmative vote on the card format. Ron's intention is to create a multi-purpose card. Only The club affiliation and logo would be imprinted. The balance of the card would be left blank to be filled out with the appropriate contact name, number and any additional information desired. The following is a sample card. We would like to get YOUR INPUT. Speak up now or forever hold THIS CARD.

CLASSIFIED

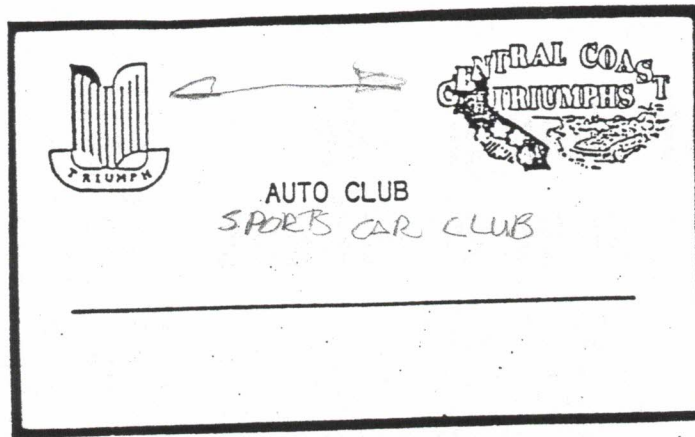
FOR SALE 1-pair Moss repro Lucas tripod headlamps. Like new \$60.00/pair. The bulbs and adapters are included. Call Bob Klope (805) 653-7233

FOR SALE OR TRADE One TR3 rear Valance panel with plenty of extra sheet metal to weld onto your hurt TR3 body \$75.00. Since I've acquired good welding skill pursuing sculpture and Auto sculpture as a hobby. I could even gas weld it on for you if you prefer it better than the body shop spot weld treatment, which is prone to rust ?\$ One spare tire door for a TR3 \$20.00. Call John Griessen (805) 682-6309.

WANTED One perfect factory straight and smooth TR3 bonnet in trade for TR3 valance, plus tire door, plus imperfect bonnet, (not bad), or for dollars. Also wanted anti-sway bar for TR3, and a roll bar for TR3 call John Griessen (805) 682-6309.

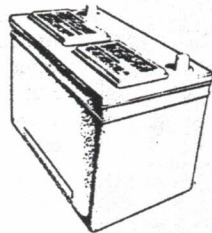
WANTED GT6 driveshaft (non-overdrive), 3rd motion shaft on an overdrive unit, Spitfire hardtop and the right headlight door on a Spitfire 1972 or better. Call Michael Rogers, (408) 432-3000 extension 686.

WANTED 3.5 Litre (215 cu.in.) engine from a Buick, Olds, Rover, Morgan or Triumph TR8. It does not have to be complete or running. I'm primarily interested in the block and heads. I am also looking for TR8/TR7 Anti-sway bars aprox. 1" Diameter (stock = aprox. .75"). The last item on my wish list is a TR8/TR7 limited slip diff. Call Bill Hopper (805) 687-9851



SERVICES THAT COME HIGHLY RECOMENDED

THE BATTERY STORE
2126 E. MAIN ST.
VENTURA, CALIFORNIA



STAN
805/656-0155

GLENN'S AUTOMOTIVE
SERVICE AND REPAIRS

DOMESTIC
CARS



BRITISH
IMPORTS

203 AVE OF THE FLAGS, BUELLTON, CA 93427

PHONE NO. (805) 688-0017

CORRECTIONS TO THE JANUARY NEWSLETTER

Lee Fitch's phone number is (805) 569-5387

Steve walker's phone number is (805) 967-0678

Paul Senior's phone number is (805) 569-5298

and his address is now 748 Calabria Drive Santa barbara, Ca. 93105

If you are aware of any additional changes or corrections please notify
Bill Hopper 524 Stanley Drive, Santa Barbara, Ca. 93105 (805) 687-9851

On behalf of the Central Coast Triumph Club I would like to thank George
Damon Levy, the Editor of Autoweek magazine, for allowing us to reprint the
following editorial by Satch Carlson.

BY SATCH CARLSON

Lucas—no, not George—is best known for special effects

Let's talk about Lucas electrics. *No! Agh! There might be CHILDREN in the room! What's the matter with you?!*

Sorry. Lost my head for a moment. Okay, after we're all settled in and braced for the experience, NOW let's talk about Lucas electrics. After all, we're all adults here, able to share mature experiences—and few have matured in the post-war Sports Car Era without having enough contact with Lucas electrics (*contact*, get it? Whah! Whah! Whah!) to sit around telling stories in bars for hours at a time.

In fact, the Lucas Electric Works (whose motto is, "A good day's work, and 'ome before dark!") defined for most of us the very style and philosophy of British engineering, which is why when we bought British cars we *expected* them to be ... well ... *eccentric*. The odd part is that they were—and are—*reliably* eccentric, with idiosyncrasies you can depend on, like the Peripatetic Oil Leak. Every British car leaks oil, you see, since this characteristic is part of the basic design philosophy ("Old Oil Is Dirty Oil"). But the leak moves around on your garage floor.

I was not sure this was really happening to me until I decided a clean garage floor was important for some reason. What I did was I pushed the Lotus out into the driveway (hey, the car had been sitting for some time; you didn't expect it to *start*, now, did you?), and then I broomed out the dirt clods, and then I hit the oil, tar and unspecified petroleum with Stoddard solvent, and then I threw double handfuls of Tide around in an Irish frenzy, and then I swabbed the whole place out with this mop I have that weighs seventy pounds damp.

When I was finished, the floor was so clean you could eat off it, as the saying goes, though your nose would get in the way; at least if you dropped something edible on it, you might consider picking it up and eating it, as long as nobody was watching, without running it through the parts cleaner first. Unless it was maybe an English muffin and it landed butter-side down, which they always do. (Chances are slim that I would ever drop an English muffin on my garage floor anyway, though I have spilled an interesting volume of Heineken there; English muffins are reserved for dropping into my lap when I am wearing my white wool slacks, the ones I bought when I

thought I was Jay Gatsby.)

Anyway, when the floor was clean, I rolled the Lotus back in. Then I leaned against the workbench (there was no thought of hoisting myself up and *sitting* on the workbench; where do you think all the stuff went that had been lying around on the garage floor?) and looked at the Lotus,



Lucas defined for most of us the very philosophy of British engineering

and looked at the floor, and drank a beer, and looked at the Lotus some more—they are really great *looking* cars, aren't they?—and by that time the first few drops of oil had formed a tiny puddle under the car.

In a flash I had sponged up the puddle and buffed the concrete back to a bright shine; that's when I came up with the cookie sheet idea. Five seconds later I was upstairs in the kitchen, rooting around in the cupboard next to the stove for a cookie sheet, or a shallow roasting pan, or whatever you call it. Aluminum, rectangular, with half-inch gunwales, it would do nicely, I thought, to contain the drippings from the Lotus.

It worked for twenty minutes.

That is, it worked until I stopped leaning against the workbench and watching. The next time I checked, after turning my attentions elsewhere for a few minutes—I think I

spent some time trying to decide whether I still owned a 13mm combination Snap-On—the cookie sheet hadn't moved, but there was now a tiny oil puddle forming just this side of the forward edge.

So I moved the cookie sheet.

This is the sort of pitiful response we colonials tend to make to British strategems.

You have already figured out that within minutes of my moving the cookie sheet, the Peripatetic Oil Leak had moved to just beyond the *back* edge of the sheet. And so it went for a week and a half, until the floor looked like a flat Dalmatian. Multiple cookie sheets were not the answer, and not just because they precluded my ever having a way of building the Ultimate Chocolate Chip Cookie again (recipe on request); they merely brought on multiple leaks as the car took up guerrilla warfare.

I did try one more tactic before throwing in the oil rag: I bought a cookie sheet that's eighteen inches wide and over two feet long, unless it's the other way around. This baby is bigger than the entire engine bay on most British cars, and equal to half the wheelbase on others. But I soon figured out that containing every drop of oil that dripped from the engine and transmission of the Lotus would only invite a second front *at the rear*, as the differential started dripping in sympathetic support.

Of course there was never any thought to trying to keep the oil inside the engine; this car was *British*, and you play the hand you're dealt. (Certain anal-retentive colonials have been shocked when they seek advice from grizzled veterans of the Oil Wars and are told that in order to deal with the oil coming out the bottom, they must merely keep pouring more oil in the top.)

The only semi-British car I ever heard of that *didn't* leak oil was the Rotus, that marvelous idea some fellow came up with to combine the Lotus Seven chassis with Toyota components. I have some information on that project somewhere in

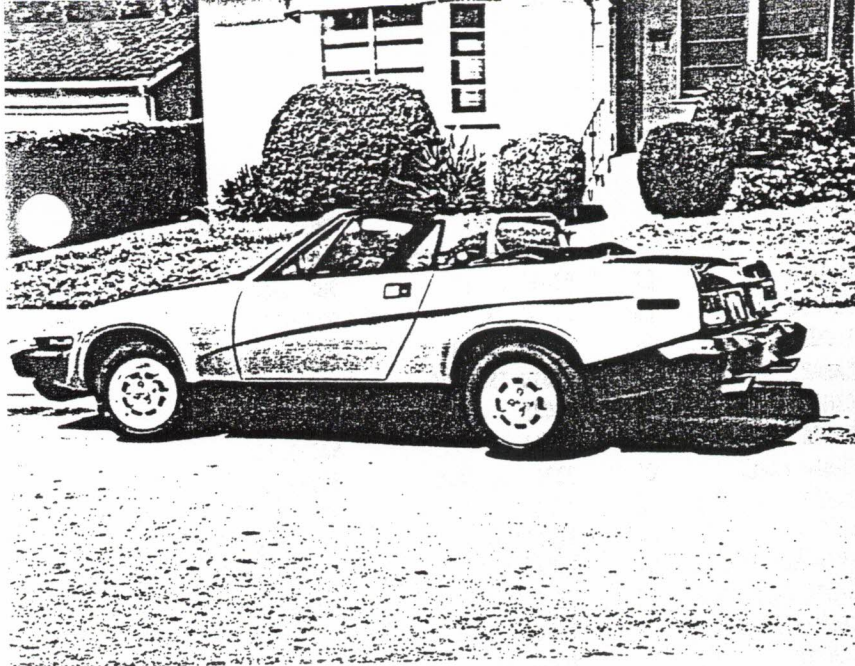
this mess, but what I remember most was his proposal to sell, as an accessory, a plastic oil slick that we nostalgoids could keep under our cars in a spirit of British tradition.

He was also, since the car would have real wiring and electrical components, going to include a special switch labeled LUCAS; when you threw this switch, you see, something might happen—but you wouldn't know what. And you wouldn't know when. And when you found out, you wouldn't know for how long.

Oh.

That's what we were talking about, wasn't it? Lucas electrics. Well, I'll tell you: We're running a little short of space this week, so we'll come back again next Monday on the same topic, okay?

And for heaven's sake send the kids to bed early this time. ■



Personal profiles, of fellow club members, traditionally appear in our monthly newsletter. I have pleaded, on bended knee, for someone to submit a profile for February to no avail. Your punishment, for silence, will be swift and merciless. You guessed it "I'M WRITING MY OWN PROFILE". The one member of the club capable of talking a starving dog off of a meat truck has no recourse but to bore you to tears. My wife, aware of my intentions, said "please try to keep it down to a couple of pages".

My name is Bill Hopper I was the Central Coast Triumphs editor in 1985 and I find myself with that same dubious honor in 1988. It only took 3-years for members to forget my first feeble attempts "so quickly they forget". I should begin work on my campaign slogan for 1992.

I have been a Triumph Sports Car enthusiast since 1972 following the purchase of my first GT6. The previous owner, John Everet, was an SCCA driving instructor who maintained the car in peak form. The car was sold several years later to cover college tuition. In my opinion the car had only one shortcoming, other than Lucas electric, it wasn't a convertible. I remedied this problem with my 2nd triumph. I built a hybrid Spitfire/GT6. This was the composite of a 1972 Spitfire, a 1969 GT6 and a 1973 GT6. The body of the Spitfire propelled by the drive train of the GT6 gave me the power-to-weight ratio I thrived on. The purchase of my Santa Barbara house forced the sale of that car. Undaunted by these financial set-backs I screened the classified adds weekly for yet another Triumph. This last year marked the high point in my quest for Triumph bliss when I stumbled across a 1980 TR8. I have spent many an evening modifying the engine and suspension in this car and I couldn't be happier with the results. Sure it leaves puddles of oil in the makeshift bedpan that rests on the garage floor, and of course theirs a Halon fire extinguisher in the glove box. I overlook these Triumph frailties every time a Datsun 240Z or Porsche 944 mistakes my TR8 for a 7. I am and will always be a died in the wool Triumph enthusiast, and I'm proud to be associated with the members of the Central Coast Triumph Club.

William J. Hopper

William J. Hopper

CENTRAL COAST TRIUMPHS --- MEMBERSHIP LIST

NAME	ADDRESS	CITY	CAR	PHONE (805)
BESAW, MICHAEL & HALY	1062 MAPLEWOOD WY.	OXNARD	CA 93041 60 TR3	985-4007
BOK, JOHN & ANN	630 KENWOOD DR.	OXNARD	CA 93030 TR7	983-8152
BRADY, JAMES	767 CALLE PENSAMIENTO	THOUSAND OAKS	CA 91360 63 TR4	496-1696
BRAND, KEN & KIMBERLY	876 ESTON ST.	CAMARILLO	CA 93010 TR4/TR6	484-3382
CHASNOFF-RODWEL, JEANNE	3373 OCEAN DR.	OXNARD	CA 93035	
CONRAD, GLEN	400 SAN CLEMENTE DR	SANTA PAULA	CA 93060 64 TR4	933-1115
CULBERTSON, THOMAS	317 HALL RD.	SANTA PAULA	CA 93060 68 TR250	933-3684
DEAN, TOM	P.O. BOX 7629	OXNARD	CA 93031 79 TR7	483-9056
DOCKERY, CHARLES & GWEN	2535-1 HARBOR BLVD	VENTURA	CA 93001 TR6	642-2796
DOS SANTOS, WADE	P.O. BOX 4834	HAYWARD	CA 94540 TR4	415-785-1088
EATON, MARK	1316 FOREST DR.	SANTA PAULA	CA 93060	525-1223
EVANS, BRUCE	840 MAPLE AVE.	CARPENTERIA	CA 93013	
FAULKNER, JAMES & MARIA	3124 CHANNEL DR.	VENTURA	CA 93003 SPIT	644-1161
FITCH, LEE	P.O. BOX 566	SANTA BARBARA	CA 93102 70 BT6+	569-5387
FORREST, KRIN	943 VIA ONDULANDO	VENTURA	CA 93003 69 TR6	656-0238
FOUSEL, NICK & CONNIE	3293 W. FELTON DR.	NEWBURY PARK	CA 91320 76 SPIT	498-7412
GERMAN, THOMAS M.	1068 WOODLAND AVE.	DJAI	CA 93023 TR4	649-2381
GOODCHILD, PAUL	1210 CAMELOT WAY	OXNARD	CA 93030 76 TR7	485-4936
HAMBLY, JIM	212 E. BARNETT ST.	VENTURA	CA 93001 SPITFIRE	643-6260
HOPPER, BILL & CHRISTIE	524 STANLEY DR.	SANTA BARBARA	CA 93105 80 TR8	687-9851
HOUGHTON, MARVIN & KATHLEEN	232 BANNER AVE.	VENTURA	CA 93004 61 TR4	647-1479
KENWORTHY, ALAN & RUTH	2220 MOND ST	OXNARD	CA 93030 64 SPIT	485-6259
KIBBE, RON & CARMEN	P.O. BOX 1381	VENTURA	CA 93002 65 TR4	933-2206
KLOPE, BOB & LYNN	2715 BEACON AVE	VENTURA	CA 93003 65 TR4A/76 TR6	653-7233
KRESSH, PERRY	13630 VENTURA BLVD. STE:204	SHERMAN OAKS	CA 91423 TR6	
LANG, EDWARD & BERTHA	1415 PORTESUELLO AVE.	SANTA BARBARA	CA 93105 STAG	569-0553
LANG, MARILYNN	16018 JUNALUSKA WAY	PACIFIC PALISADES	CA 90272 SPITFIRE	(213) 459-2647
LING, MICHAEL & LORRAINE	2541 HACIENDA DR.	SANTA BARBARA	CA 93105 TR3	687-8565
MONAGHAN, CAROLYN	541 W. 7TH ST.	OXNARD	CA 93030 73 M6B	
ORBAND, HENRY JAY	UCT 2/ DIVES	CBC PORT HUENEME	CA 93043 69 TR6	982-4137
ORMSBY, MICHAEL	3007 BUNSEN AVE SUITE U	VENTURA	CA 93003	
PHILLIPS, RICHARD	925 SPRING ST.	SANTA BARBARA	CA 93103 63 TR4/5B TR3	962-6729
SAMANIEGO, JACK & SALLY	906 SENIC WAY DR.	VENTURA	CA 93003 TR3	644-4590
SCHIEFEN, STEVE & BARBARA	3035 PASEO DEL REFUGIO	SANTA BARBARA	CA 93105 TR6	687-6066
SCHMIDT, CONRAD	221 OLIVER RD	SANTA BARBARA	CA 93101 62 TR3B	
SENIOR, PAUL & DAWN	748 Calabria Drive	SANTA BARBARA	CA 93105 STAG	569-5298
SHIRLEY, STAN	5235 HARVARD ST.	VENTURA	CA 93003 TR3/TR4A	
SORIA, ARMANDO	1135 W. CEDAR ST.	OXNARD	CA 93033 SPIT	483-3465
STAVES, GREG	1350 SANTA TERESITA DR.	SANTA BARBARA	CA 93105 59 TR3A	687-5171
STRUTH, C. DARRYL	4279 DePAUL	VENTURA	CA 93003 64 TR4	644-6211
TRUTTMAN, JEFF	52 GAINESBOROUGH	THOUSAND OAKS	CA 91360 68 TR250	
WALKER, STEVE	5100 CATHEDRAL OAKS RD.	SANTA BARBARA	CA 93111 67 TR4A	967-0678
WEBB, DAN & FRANCES	263 WESTMINSTER	VENTURA	CA 93003 63 TR4	644-3148
WILHELM, ERIC	2419 MURREL RD.	SANTA BARBARA	CA 93109 TR2/3/4	965-4753
WILLIAMS, CHERYL	1247 PETIT AVE. #406	VENTURA	CA 93004 74 TR6	647-2613
WINNINGHAM, TOBI	511 S. K ST. #2	OXNARD	CA 93030	
WRIGHT, PAUL	P.O. BOX 20	VENTURA	CA 93002 SPITFIRE	488-1432
STEVE LEWIS	17 SAINT ANN DR.	SANTA BARBARA	CA. 93109	
STUART RIGLER	202 W. COTA	SANTA BARBARA	CA. 93101 STAG	963-6823
ROCKY TAYLOR	27 LA PATERA	GOLETA	CA. 93117 TR4	964-8671

PLEASE EXAMINE THIS LISTING AND SUBMIT ANY ADDITIONS OR CORRECTIONS TO BOB KLOPE.



BRITISH WIRE WHEEL
Distribution, Sales & Service

1063 Encanada Drive
La Habra Heights, CA 90631
[213] 691-3767

Central Coast Triumph Register
Lee Fitch
PO Box 1778
Goleta, CA 93116-1778

Dear Lee,

I am writing to you as your club contact because I want your club members to know about British Wire Wheel and what we can do for them. We are a major distributor of Dayton and Dunlop wire wheel products and services from both Dayton Wheel Products, Dayton, Ohio, and Motor Wheel Service, London, England. We've been in business since 1977 (from our Aptos location in Northern California) and have recently opened a wholesale operation in Southern California.

Your members now have a local distributor for both Dayton and Dunlop wire wheels, original splined hubs, and knock-offs, with one- or two-day delivery via UPS direct to their doorstep. Our knowledge of wire wheels and proper fitment is second-to-none! We'll make sure you get the product you need ... the first time!

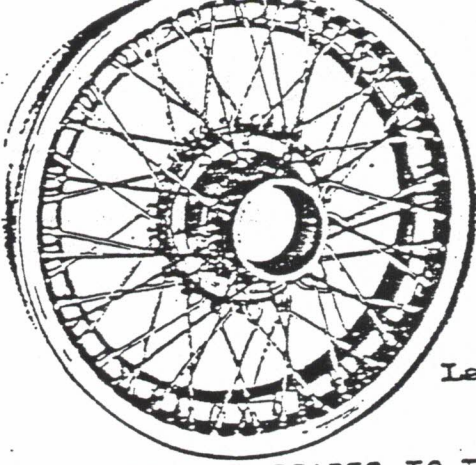
Enclosed is our price list for British applications and our business card. We believe our direct sales pricing is well below what one would expect to pay through other companies and this is an important message for your membership. And, whether your members need one knock-off, one wheel, or an entire set, we would appreciate their business.

How best can we get the word out to your membership? May I suggest letting them know of us via your club newsletter. There are many ways of doing so and here are just a few suggestions: reprinting the introductory part of this letter, running our business card, reprinting that portion of our price sheet applicable to your club marque, or including our price sheet as an insert to your club newsletter (we can supply the inserts). You tell me what fits best with your club and it's newsletter policies.

So I would appreciate it if you would please give this letter to your newsletter people (or call or write to me with their name and address so I may contact them) and I would appreciate it if they, in turn, would call or write to me as to how we can go about spreading the word about British Wire Wheel here in Southern California.

Thank you for your help,


Ron Phillips



BRITISH WIRE WHEEL



1063 Encanada Drive
La Habra Heights, CA 90831
(213) 691-3767



"AFFORDABLE PRICES TO THE BRITISH AUTO ENTHUSIAST, SINCE 1977"

All wheels listed below are new; trade-ins not usually accepted. If you don't see the wheel you want, desire a custom wheel, or are unsure of your needs, please give us a call.

WIRE WHEELS (Original British Spline-Drive)

Part No.	Application	Rim size	# Spokes	PAINTED		CHROME		
				("Dunlop")	(Dayton)	with chrome spokes ("Dunlop")	(stainless steel spokes) (Dayton)	
Triumph	450	TR2, TR3	15 x 4	48	\$110	\$135	\$160	\$205
	452	TR4, TR4A	15 x 4.5	60	\$115	\$145	\$170	\$215
	457C	TR250, TR6	15 x 5.5	72	\$125	na	\$195	na
			15 x 6	72	na	\$150	na	\$225
	492	Stag	14 x 5.5	72	na	na	\$225	na
	466	Spliffire, GT6	13 x 4.5	60	\$115	na	\$190	na

Special order rim widths, offsets, paint colors, and spoke configurations are available for both British Cars and other special applications. Dayton wheels may be special ordered to include tubeless sealing (i.e. no tubes needed).

KNOCK-OFFS

MG, Austin-Healey, TR, Morgan, Lotus, Aston Martin, etc. (42mm hub)



2-ear -- \$20 / 2- and 3-ear knock-offs are available with either fine [12 tpi] or coarse [8 tpi] threads. "MG" octagon available on 2-ear knock-offs.
3-ear -- \$25
Octagon -- \$20 Wrench for octagon knock-off -- \$8

AC Cobra (42mm hub)

2-ear -- \$32 (with cast "AC" crest)

JAGUAR (52mm hub)

2-ear (early models) -- \$26

3-sided (late models) -- \$26 (Wrench for 3-sided -- \$25)

BRITISH WIRE WHEEL



RON PHILLIPS
(213) 691-3767

1063 ENCANADA DRIVE
LA HABRA HEIGHTS, CALIF. 90631

THE COVENTRY CORNER

Hello again out there in Triumph land; Ron Kibbe here. I would like to thank the many members that have been attending our monthly meetings. So far there has been 28 members there.

I would also like to say welcome to our new members, Leon Rauch of Oxnard, and Don Greene of Ventura. Welcome aboard we're glad to have you in the club.

Bob and Lynn's dedication to the upkeep and maintenance of our club membership roster needs a hearty thank you. Thanks Bob and Lynn.

It sure is great to see all the different events taking place all over California in the upcoming months. We should be very busy this year attending all these different happenings. Thanks to Lee Fitch for her efforts to bring this information to everybody's attention. Good work Lee!

It has come to my attention that we have a lot of members out there who are not doing anything with the rest of the members. What happened? Where are all the club members? Did we misplace over half of our people?

Looking forward to meeting all of you and having a lot of fun on the wine tasting tour in February. It should be very interesting and a fun time for all.

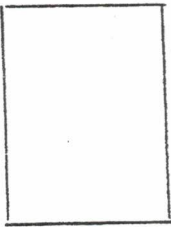
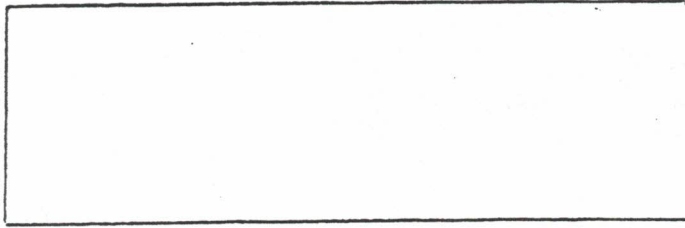
CHEERIO FOR NOW

P.S. Would the person or persons unknown please return the missing club members to the club. We really need the attendance of these members. Thanks, RON



CENTRAL COAST TRIUMPHS OFFICIALS

PRESIDENT: Ron Kibbe	P.O. Box 1381, Ventura Ca. 93002 #933-2206
VICE PRES: Tom Culbertson	317 Hall Rd. Santa Paula Ca. 93060 #933-3684
TREASURER: Lynn Klope	2715 Beacon Ave. Ventura Ca. 93003 #653-7233
SECRETARY: Michael Ling	2541 Hacienda Dr. Santa Barbara Ca. 93105 #687-8565
EVENTS COORDINATOR: Lee Fitch	P.O.Box 566 Santa Barbara Ca. 93102 #569-5387
EDITOR: William Hopper	524 Stanley Drive, Santa Barbara Ca. 93105 #687-9851



CENTRAL COAST TRIUMPHS
P.O. BOX 1381
VENTURA, CA. 93002

