



# THE HERALD



THE NEWSLETTER OF CENTRAL COAST TRIUMPHS

July 1988

Vol. 7 Issue 4

## CENTRAL COAST TRIUMPHS EVENTS CALENDAR

- JULY 7** Monthly meeting at Rusty's Pizza in Santa Barbara  
3731 State St. Santa Barbara 7:30 pm
- JULY 16** Moss Motors Marque Day! 5th annual gathering of  
Triumphs in Santa Barbara. Bar-B-Q in Ventura after  
the event.
- JULY 23-24** Last race at Riverside!!! It will be a vintage enduro &  
there will be at least one TR3 running.
- AUGUST 4** Monthly meeting in Ventura.
- ~~**AUGUST 11-14** VTR National Convention in Dallas Texas.~~
- AUGUST 19-21** Monterey Historical Races at Laguna Seca. New track  
shape and lots of those Italian Cars.
- SEPTEMBER 1** Monthly meeting in Santa Barbara.
- ~~**SEPTEMBER 3** Portland All British meet. In Portland (of course).~~
- ~~**SEPTEMBER 7** All British meet in Palo Alto.~~
- SEPTEMBER 29** Triumphest '88. Need we say more?  
**OCTOBER 2**
- OCTOBER 6** Monthly meeting in Ventura.
- OCTOBER 16** All British field meet at Woodley Park. Don't miss  
another good time.
- NOVEMBER 3** Monthly meeting in Santa Barbara. Elections of officers.  
This is a don't-miss meeting as the future of the club is at  
stake. Turn out and vote for your favorites.

## TRIUMPH EVENTS (cont.)

NOVEMBER ?? Turkey Trot Ralleye? A combined Event with SCTOA.

~~NOVEMBER 5 Guy Fawkes Day Event~~

~~NOV. 25-27 Palm Springs Concours and Vintage Grand Prix~~

DECEMBER 1 Monthly meeting in Ventura. Last meeting by our present board of officers and assisted by the newly elected officers.

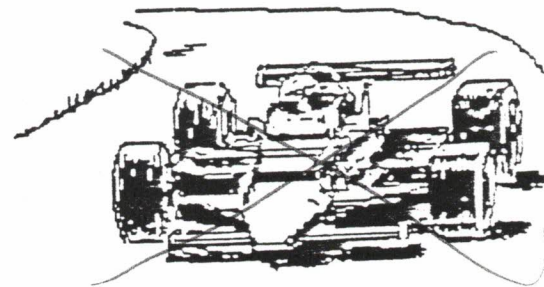
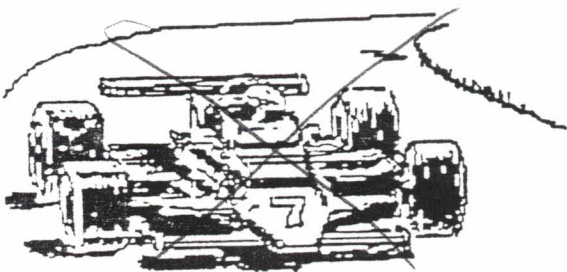
~~DECEMBER 3 Merle Norman Tour. Call Lee Fitch for reservations.~~

DECEMBER ?? Christmas Party.

EVENTS COMPILED BY

~~LEE FITCH~~

~~P.O. Box 566  
Santa Barbara, CA 93102  
(805) 569-5387~~



This issue of the TRIUMPH HERALD is special for two reasons. First it is the issue for the month of July. July, the month that we celebrate our independence from the British (some people never learn. ed.) comonwealth. And it is also the month that marks my first attempt at organizing and producing a monthly tabloid.

Towards the first reason, my goal is very simple. To celebrate, with the rest of the country, our freedom and enjoy the summer weather.

Towards the second, well, thats a little hazy. I'd like to think that I will try to improve the quality of this publication but I also don't want to change it too much. To this end I have instigated, on my own initiative, two new columns for the newsletter.

The first column is called PISTON SLAP and it will contain the small tidbits of information about the club, it's mambers, and the comings and goings of the events we participate in. Toward this end I would like to see the membership sending information about what you do this summer. Maybe you plan on a restoration, or how about just an engine rebuild? Whatever it is just send, or give, it to Ron Kibbe or myself. The mailing address is: Newsletter

931 Azalea St.  
Oxnard, Ca. 93030

The second feature will concern those members who are interested in the AUTOCROSSING and SOLO II events that we have been attending lately. It will be called THE WINNING EDGE and it will be a descriptive column of where, when, and how. Hopefully this will generate some enthusiasm on the part of our missing members.

That's all that I have to say this month. Stay tuned for more happenings and events.

The editors.

INFO GENESIS

36 AERO CAMINO

S.B. CA. 93117

PERSONAL: BILL HOPPER



## S.L.O. run to the Rose & Crown

May 22 dawned clear and sunny with a cool temperature. Even though the Lakers' 7th game with Utah was playing, 15 brave adventurous types turned out for the drive from the Santa Barbara Medical Foundation Clinic. Vehicles that appeared were truly international, with Japan, America, and England represented. Triumph's standard was upheld by Ed Lang's Stag, Bob Klope's TR4, and Ken Peterson's TR6.

Eventually everyone was ready to go and Lee Fitch took the lead and headed out. Watching the others line up and take to the streets the Ling's thought that S.L.O would mean slow. Were they in for a surprise. Even though it is short for San Luis Obispo, it turned out that for them it really did mean slow. Could this mean that the Ling's Ford Taurus "Tortois" could use 50 more ponies, and bigger anti-sway bars, and...?

Once underway, everyone toured along with no problems although some were maybe expecting to stop a little more often and take in the sights and such. Once at the Rose & Crown we were served the expected fine food with seemingly greater speed than my previous memories from our last visit.

Afterward everyone turned their attention to returning home and they again formed ranks and throttled away. The Ling's were the only exception as they stayed to take in some of the Fiesta activities.

For all you out there who just know that British cars break down (a lot). The only equality was one of the world emblems from the hubcap on ~~the hubcap~~ ~~on the hubcap~~ ~~at the end of the road~~ ~~from its~~ ~~seemingly~~ ~~secure~~ ~~mounting~~ ~~place~~ ~~and~~ ~~like~~ ~~a~~ ~~thing~~ ~~alive~~ ~~accelerated~~ ~~outward~~ ~~ignoring~~ ~~anything~~ ~~in~~ ~~its~~ ~~path~~ ~~until~~ ~~it~~ ~~dashed~~ ~~out~~ ~~its~~ ~~inanimate~~ ~~newfound~~ ~~life~~ ~~on~~ ~~the~~ ~~backside~~ ~~of~~ ~~a~~ ~~highway~~ ~~sign~~ ~~and~~ ~~disintegrated~~ ~~into~~ ~~dust~~ ~~with~~ ~~a~~ ~~loud~~ ~~clang~~.

I guess it just goes to show you that even the cars had a good time.

MR LINK



## My Experiences with Lucas

I first heard the by now common jokes about the "Prince of Darkness" and British warm beers at a meet of British car enthusiasts. I was puzzled as to how Lucas earned such veneration. 25 years ago when I served my apprenticeship in auto repairs, I cut my "knuckles" with many British products, if there were any inherent self destruct modes within the Lucas system, I would have known of it. I learned from some of the most colorful vocabularied mechanics, where both guiltied and innocent products got both verbal and hammer abuses, yet I can't remember when Lucas ever suffered such fate. In fact, Italian products' electrics were thought to be Mussolini's vendetta.

Well, the law of averages caught up to me two weeks ago after I stopped at a local shopping center. I couldn't restart my TR3. When I turned on the ignition, the amp-meter did not show any discharge, it just sat there motionless. I tried to push start the car, I tried to jump start it also. Nothing. It just would not turn over. I looked for obvious faults like generator leads, cables broken, loose battery clamps, solid grounding at the firewall, corrosion free at the regulator clips, switch fuses. I contorted my body to look up at the ignition switch, and even examined the tension of the fanbelt. Nothing! After exhausting my vocabulary of all the possible insults one could heap upon a non-functioning British car, I realised that I had forgotten

one thing. Yes, that's right. That one reliable source for unreliability when it come to electrical parts. I had forgotten all about Lucas. After all I couldn't find anything wrong with the cars systems, must be the Lucas. Finally I too was jinxed. After 25 years I had finally succumbed to Lucas' diabolical scheme.

According to the experts, it is a good thing that most auto breakdowns occur within 25 miles of home. This allows my wife the pleasure of towing me and our TR home, which is and adventure in itself. I strongly recommend that a set of hand signals be worked out between the tow car and the towed cars drivers before the trip. If the saving of the vehicles is important, that is. If the saving of the marriage is important, don't involve the spouse.

Once home, I discovered that my woes were caused by less than sufficient contact surface area between the negative cable terminal and the starter solenoid, created by the fact that my cable's terminal end is of a much larger diameter than the post from the solenoid. Once I established firm contact the engine fired up immediatly.

To Mr. Charles Lucas, wherever his soul now resides, I apologise for my defamatory thoughts and promise not to do so again. At least not until the next time my TR inexplicably fails to run. It can't be my fault, must be the Lucas.

MR LINK



BY SATCH CARLSON

# Drive in the Mille Miglia? Yeah, that's the ticket

Tommy 'n' me are in trouble.

Leastways that's the way I see it, though Sherman warned us. Sherm's been there before, you see, been to Italy, drove in two previous Mille Miglias before this one, so he knew what would happen when we got home.

"Easy," he said. "You're gonna get tickets."

This happened to me before, back in 1985, when I went to England to wage an assault upon their speed limits, which were then set at 70. Good thing, too, because when I came home I found myself doing 70 all the time, or something near 70, anyway, though often on the far side of it rather than closer, and sure enough, I got to talk to Mister Blue about my bad habits, blah blah *speed limit* blah blah *widows and orphans* blah blah *you in a heap o' trouble, boah!*

Still, I think Tommy would have been okay except for the jacket.

Now, Tommy the Artichoke wasn't exactly in the Mille Miglia. When Sherm Wolf called to ask if I wanted to co-drive his 1953 Ferrari ("Oh, I don't know, Sherm... could I get back to you?"), I wasted no time in calling up my favorite architect-cum-photographer to see if he wanted to drive the chase car and pick up the restaurant tabs. In a trice we were committed: If it's May, this must be Italy!

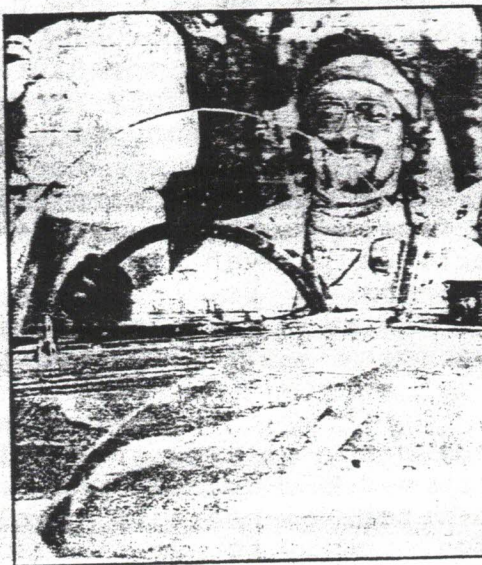
The thing of it is, you drive a red Ferrari. I don't think they stop you for speeding through the Vatican. But the Italians drive pretty much *con brio* in just about anything, dodging the smallest Fiats and Citroen *deux chevaux* like so many animated traffic cones. And before you know it, you fall into this odd habit of driving as if you meant to get somewhere. It's simple: You set a pace dictated by the road, the car, the traffic, and your own best attitude, and hit it. Especially on the autostrada, which if it has a speed limit keeps it a well-protected secret.

So anyway, here we are in Brescia, see, waiting around for this thing to launch, me 'n' Sherm in the red car and Tommy in the Press Jackal Special, a 16-valve GTI that will hit 130 on the flats, when we see that all the organizers are wearing this... well, this *jacket*.

Let me tell you about this garment.

It is sort of a waterproof mountaineer's parka, in a shade the color of yesterday's navy-bean soup, and it comes only in Size Too Large. Built into the left-hand sleeve is

a round plastic window so you can see your watch without rolling the sleeve up. Better yet, there is a hood, and a flap on this hood, and two more plastic windows in this flap, and a pair of elastic drawstrings, and some snaps and stuff, so that you can pull the hood over your head and pull the flap down over your face and adjust the drawstrings.



*When I came home I found myself doing 70 all the time, or something near 70*

and presto! Built-in goggles!

Never mind the fact that anybody who actually wears this garment in this fashion is going to look like an inspector at Three Mile Island, or the fact that the color is such that if you throw up on it no one will notice; this is the official organizer's jacket, and it has the official Mille Miglia insignia on it, and you can't buy one. Period. Nyah nyah nyah.

Which Tommy the Artichoke takes as a challenge.

Well, you know me: I always follow the rules, and kowtow to authority. But Tommy is made of Machiavellian stuff. They may not be available in the stores, these jackets, and we have been told in horrified tones that no press jackal, no entrant, no *piloto con gusto* could possibly buy one of these significant, symbolic coats, but Tommy goes by the numbers. He knows that along the

thousand miles of the route there are bound to be lots of organizers, and perhaps there will be one or two who, dedicated or not, might be willing to forgo the honor of wearing his Mille Miglia coat in exchange for significant, symbolic amounts of Cash American. And so it goes: Shoot the cars, slide up to an organizer. "Say, you wouldn't want to sell that coat, would you...?"

Tommy's job is made simpler by the fact that we have thrown in with Kim Whittle: not a bad shooter in her own right, she becomes the Official AutoWeek Team Interpreter because she speaks several languages, including Italian, while we do not speak any. So while Sherm and I are having the time of our lives yelling our entire Italian vocabulary to the assembled masses in every

town we pass through (this takes less time than you might think when your entire vocabulary consists of *bellissima!* and *una birra, per favore!*), Tommy and the Wit are haring around the countryside looking for a patsy.

I think his name is Guido.

That's not his real name, of course, and I will not describe him, as we left him behind and we have no idea what reprisals the organizers might have in mind for somebody who sells one of these jackets to a press jackal, especially an American press jackal; in any event, he is stealthily suborned, and meetings are arranged, passwords agreed on (one, I think, was *buon giorno*, which is a phrase from Dante's *Paradiso*). And before we get on the plane to come home, Tommy the Artichoke has his jacket.

No, I do not know how much graft was involved here, though our diet soon drops to mineral water and cookies, bought in five-pound bags, and it is true that buying the last tank of gas to get us to the airport required our emptying our pockets of change and looking under the seat cushions of the GTI; I don't think Guido wanted Visa.

And now—well, Tommy has this *Alfa Romeo*, you see, a Duetto Spider out of *The Graduate*, and lately he has taken to putting on his Mille Miglia coat and dropping the top on the Alfa and setting off down the road to no place in particular, and he is *driving Italian*. "I looked down the other day," he says, "and I was doing about ninety... on my way to the store!"

I have been doing the same sort of thing myself, but well-steeped in American Puritan guilt, anxiously awaiting the sirens, the lights, the lectures, Tommy is simply flying around as if he is still on those beautiful Italian roads through those beautiful Italian hills, in love with the sunshine, in love with the world, in love with his stupid Mille Miglia coat. And the cops haven't done a darn thing about it!

You know what I think it is? I think maybe the cops figure Tommy the Artichoke is radioactive. ■



Bob Peterson

This month we would like to thank Michael for his contributions to the newsletter. We need more of the members to get involved with the club and its business. After all it is your club too, and you do have some entitlement to voice your opinion.

It seems that last month Bob & Lynn's anniversary was the same date as the monthly meeting and they were not present to give us a treasury report (and I don't blame them) so we have no news on our current budget.

Mass Motors' annual gathering (marque day) is coming up and I hope that all of you members will try to attend. We really do have a good time and it is educational too. It will happen on the 16th of July. You will probably not see so many Triumphs in one spot until the all British meet in Woodley Park.

Speaking of the all British meet. It seems that it will be on the 16th of October this year. We should begin to think about attending this event also. I attended last year with the MG. (I know I know, it's not a Triumph) and it still needs a paint job. What this shows is that you don't need a show car to have a good time showing your car.

Bill and Jane Hurst showed up at the meeting. It seems that Jane owns a TR8 that looks remarkably like Bill Hopper's TR8. Same Color, same interior, etc. At least we are getting new faces at the meetings. Welcome and wdy Bill and Jane.

There has been some interest expressed in having an overnight stay and then a tour of Hearst Castle in San Simeon the same weekend as the historical races in

Monterey for those who don't wish to drive that far. We need some type of feedback from the members on this subject. Either voice them at the monthly meeting or send them to the newsletter.

This years Tea & Crumpet Ralleye had 14 cars in attendance which is a reduction from the number of entrants we had last year. It still was a success and everyone had a good time.

Tom Culbertson, our resident TR250 owner says that his 250 will be on the road again soon. Like maybe for Triumphest '88. It seems that all he is doing is an engine rebuild for the time being. Is a body off restoration planned

for next year? Seriously Tom, we hope that you get yours running soon.

Bill Hopper went and got himself a new employer who has been insisting lately that he spend a lot of his time away from home. That is the reason we now have a new person doing the newsletter.

And finally. All of you who find that you seem to have nothing to do upon occasion, why don't you look at the calendar of events and maybe try attending something. Like the old saying goes "try it you might like it". You may not want to participate but you won't know until you try it out.

## The Winning Edge

This month's column is the first time I have ever tried to write anything like this for a newsletter or any other type of published material so bear with me while I figure out the shift pattern on this computer of mine.

This month was rather slow for the club racing effort as only Thomas German made it to the SCCA Solo II Divisional that was held at Lion Country Safari (now defunct) in Irvine. Unfortunately he only attended as a spectator so I have no forthcoming news that he won his class (wish, wish). He did, however, get a lot of information on the way the big-league players go racing.

The race results for the slalom races last month are as follows:

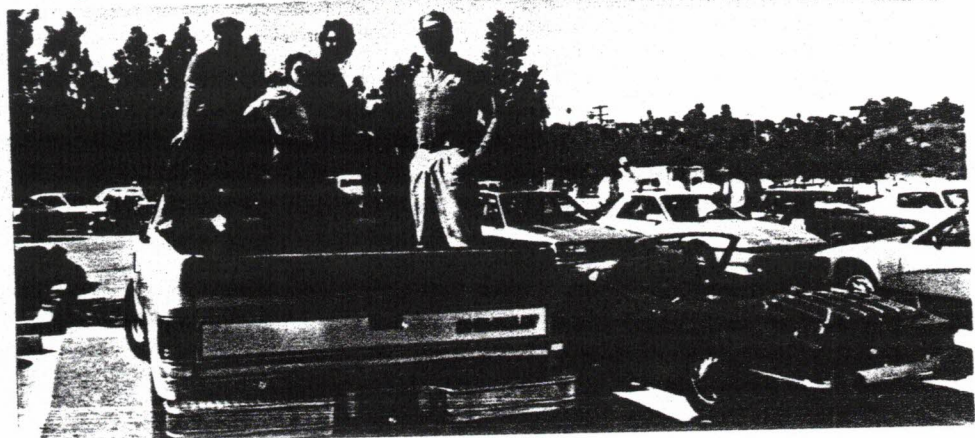
**BSP**  
William Hopper 41.963 1st TR8

**DSP**  
Thomas German 42.934 3rd TR4

**ES**  
Robert Peterson 47.012 5th MGB

**GS**  
Mark Eaton 49.688 8th TR7b

Congratulations to Bill Hopper for his win in BSP. We know that you worked hard for it and that it was a well deserved victory. Now if only we could sort of.....





COVENTRY CORNER  
May & June 1988

Ron here. This month's Coventry Corner is a collection of thoughts that I feel should be presented as food for thought.

We have a prospective new member on board. The gentleman's name is Keith E. Miller and he is a proud owner of a TR-8. We may have another TR-8 owner coming aboard.

As some of you may know, I have an interest in lights for my autos; and I know that many of you would like to mount a pair of fog or driving lights to your TR's. Well, in this news letter I have enclosed a copy of an article found in one of my off-road magazines. This clipping will allow you to understand how relays work and the proper way to install your lights. Read and have fun! If you need any help installing anything, please feel free to call me at 933-2206.

The next topic to discuss is our very important Triumph Moss Marque Day, which will be held in Goleta on Saturday, July 16, 1988. If any of you received a copy of the Moss flyer, you may have read the small print stating 'The Triumph Marque Days are larger than any of our other Marques.' This is due to the large number of TR owners making the trek each year. As always, Central Coast Triumphs will be no sponsoring this event. We the board members and a few club members shall be assisting those activities that take place each year. Looking forward to seeing some of you there and afterward at the bar-b-que at Jack and Sally Samaniego's place, 906 Senic Way Dr. Ventura.

Our Tea & Crumpet Ralleye was a bit small this year (14 cars and 3 1/2 board members). Despite the turn out we sure had a lot of fun! Dash plaques were issued and at the end, prizes were given out. I myself was a control point and I devised a checklist of the various safety items and standard things that every car should never be without and I found it a little hard to believe that so many British cars were without jacks, spare tires and, yes, even tools.

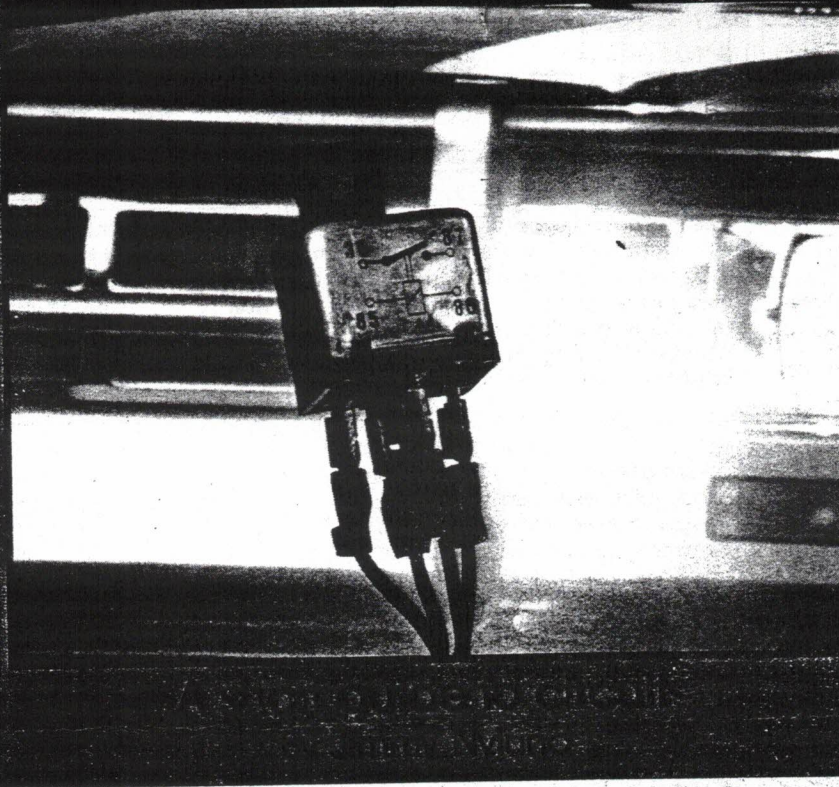
Sometime during the first half of July there is going to be an Autocross at Point Mugu. I don't have all the details as yet but I am sure that there will be more forthcoming at the meeting this month. That should prompt some additional attendance from our membership.

I also wish to say that I am sorry for not submitting a Coventry Corner last month and I shall strive to do a better job the next time and be more prompt with my submission to the newsletter.

Ron Kibbe



# WIRE AHEAD FOR A LIGHT



**D**o your headlights seem kind of dim? Are your auxiliary lights working okay? Would you like them to work better—to have them shine at their full potential? There is a way to accomplish just that, and it's an easy, inexpensive cure. Install a relay.

A relay is, in essence, nothing but a remote-control switch, and the job of incorporating one into a circuit is so easy that even those of you who would rather eat a can of worms than touch anything electrical should be able to handle it.

The remote-control ability of a relay is its forte. It allows us to keep the amount of wiring and switches between the battery and lights to a minimum, which ensures full battery voltage to the lights (or any other appliance hooked up over a relay). By minimizing the voltage drop, the lights are going to shine brighter—or rather, as bright as they were meant to. Not even the best aftermarket lights will work as intended unless they receive full battery voltage.

We referred to the relay as a remote-control switch, and it does indeed contain a switch, consisting of two breaker points, much like in a distributor. This switching mechanism is activated by a coil, which when energized closes the points and completes the circuit. There are also specialized relays that break a circuit, relays that open one circuit while closing another, time-de-

layed relays—all kinds of relays. We'll concentrate on the normal, single, closing relay to keep the confusion to a minimum, since we want to minimize reader losses as much as voltage losses.

## THE RELAY TELLS THE STORY

The "new" generation of relays, the ones we've seen as OEM on imports for the past 10 years or so, are usually easier for the beginner to tinker with because they have standardized numbers on the terminals, minimizing the risk of wrong connections and blown fuses.

Don't let the small size of these relays fool you—although they measure only about a cubic inch, they are capable of handling 20- to 40-amp circuits. To play it safe, use 20s for a pair of lights and the 40-amp versions for four-light hookups.

At the bottom of each relay, next to the terminals, are the numbers 30, 85, 86, and 87. The number 30 and 87 terminals are the switch, while 86 and 85 are for activating the relay. Power comes in on 30 and goes out on 87—but not until 12 volts are applied on 86. The 85 terminal goes to ground, completing the circuit for the coil.

## LIGHTS AHEAD

Let us use our existing headlights as an example—partly because they are our main light source (whether on or off the road),

partly because this type of light usually benefits quite a bit from a relay, and partly because they are very easy to work with.

The remote-control properties of the relay are easily visualized on most trucks. A headlight might be within two inches of the battery, but for the juice to get there it will have to go through many feet of wire, through the light switch, through the dimmer switch, and then whatever still remains will have to travel through more wire back out under the hood to reach the headlight. A relay placed in close proximity to the lights and battery will shorten that loop considerably. Especially on older trucks, where corrosion and age has deteriorated already marginal hardware, it is often possible to double the light output by installing a relay.

Pick a spot to install the relay as close as possible to the lights. Ideally that spot should be right at the wiring harness because that would allow you to splice the relay into the existing wiring, without having to add any extra wire.

Activating the relay takes only a miniscule amp draw, so the stock wiring will be more than adequate for the job and is already fused, saving us a little work.

Locate the low-beam wire—preferably not by cutting wires until the lights go out, as it may be the last one you try—but by either checking the schematic for your truck or by checking the color of the wire at the headlight. Cut the wire.

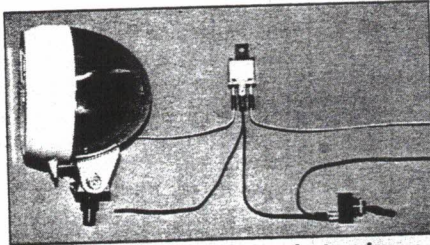
The cut end of the wire coming from the firewall should be connected to the relay's terminal 86. Now run an 18-gauge wire from 85 to ground. If everything has gone okay so far, the relay should now click as you turn on your low-beams. (If not, you might have cut the wrong wire after all.) Plug the end of the cut wire that goes to the low-beam lights into terminal 87.

Disconnect the negative battery terminal because it's time to run your light's lifeline—the wire from the battery. Use a No. 14 AWG (or better) wire protected by a 15-amp fuse. Here bigger is definitely better as far as the wire goes, the goal being to get maximum voltage to the relay (and lights). The fuse, on the other hand, shouldn't be bigger than necessary, so 15 amps is fine. If possible, tap the juice right off the battery; if not, use the starter solenoid. Remember, if the source you tap can't supply at least 10 amps of good 12-volt, your efforts are in vain. Plug this wire into terminal 30, and you're done. The relay should now both click and turn on your low-beams—provided you reconnected the battery.

Naturally you'll want the high-beams just as bright, and all it takes is to repeat the process with another relay, but this time cut the high-beam wire and plug it into terminals 86 and 87. The only difference would be on a four-headlight system where all four lights are lit on high-beam and if you're using a double relay (two separate relays built into one box). If so, you'd need a No. 10



# WIRE AHEAD



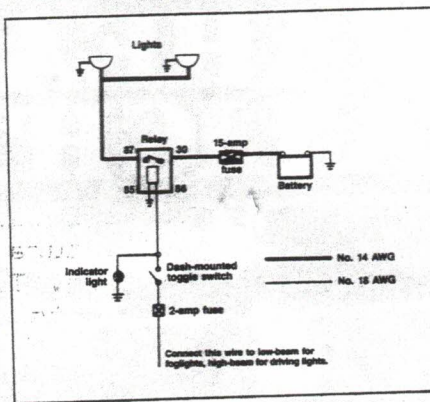
Slightly simplified, this photo shows a relay connected for an auxiliary light. We left out the fuses and the indicator light. The lower, dark wires activate the coil, and the upper wires feed the light through the relay. Power would come from the right, then exit at lower left into our imaginary ground.

or 12 AWG wire and a 30-amp fuse to properly feed all four.

## AUXILIARY TREATMENT

Now your auxiliary lights might look a little dim in comparison to your headlights, so you may want to give them a full dose of battery voltage, too. We'd recommend running driving lights off the high-beam circuit to avoid fumbling after extra switches whenever a vehicle approaches.

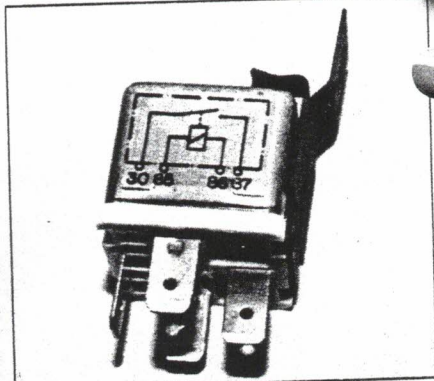
Tap a No. 18 AWG wire off the high-beam circuit inside the cab, put a 2-amp fuse on it, and run it to a toggle switch. Run one



The purpose of a relay is to keep the wires between the power supply (battery) and the appliance (lights) as short as possible. Bypassing extra wire and switches ensures full voltage at the lights, making them brighter.

wire from the toggle switch to an indicator light (cuts down on replacing burnt light covers) and another one from the same terminal to the relay's 86.

Again, the wire from the battery to the 30 terminal should be the same as that for the headlights: No. 14 AWG wire and a 15-amp fuse for a pair of lights; No. 10 or 12 AWG wire and a 30-amp fuse for a quad setup. Foglights should be run off the low-beam wiring and otherwise treated like the driving lights.

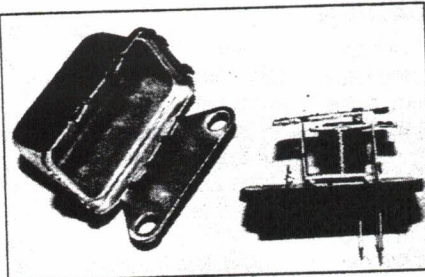


Some of the "new" generation relays even have the terminal's functions printed on the cover, in addition to the common markings at the terminals themselves.

## A FEW BRIGHT IDEAS

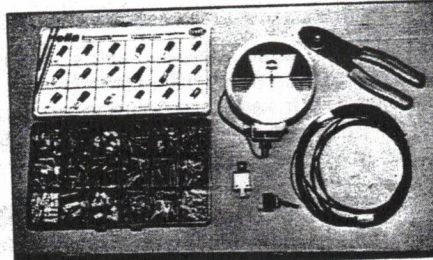
If something went haywire and the lights don't work, remember that the most common problem with electrics in a vehicle has to do with ground—it's either missing, or it's just a bad connection. The simple rule is that what goes up must come down—or rather, what leaves the battery must be able to get back to ground (and the battery). Otherwise, what's in between won't work.

Since most electrical users are grounded through their housings—like most auxiliary lights—it's easy to overlook this fact. Not only must the juice be able to get back to the



Regardless of size or origin, all relays contain a remote-control switch. When the coil is activated from the dash, it'll pull the contact points in the switch closed.

negative battery post, be it through body panels, frame, or wiring, but the voltage and amp requirements are just as big as on the positive side. There's not a mere dribble of juice left trying to work its way

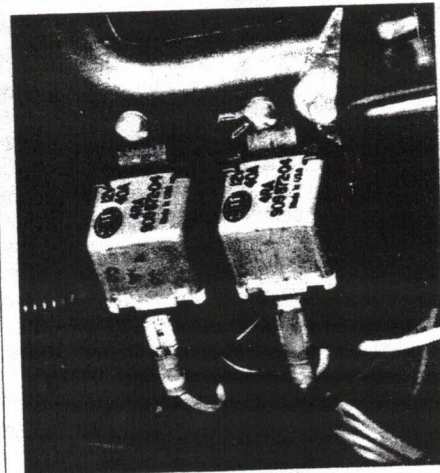


No trick tools are needed to wire relays and lights, but without the crimping tool (upper right) it's hard to get good connections between crimp terminal and wire.

back to the battery just because there's a bright light in between.

A row of amp-guzzling lights on a bed-mounted rollbar, for example, may not find sufficient ground through the bed. The whole bed may only be grounded by a little wire to serve the taillights, and it certainly won't handle an extra 100 amps worth of lights. Always use a big enough wire for the job, and when in doubt go with a bigger size.

Fuses must also be matched to the application. They are there to do their kamikaze act, sacrificing themselves rather than have the wiring burn—or possibly the whole truck, for that matter. Too small a fuse and it'll blow right away; too big a fuse and it may not keep the wiring from burning. Use 15 amps for a pair of lights (110 watts), 30



Measuring about a cubic inch, relays aren't hard to fit under the hood. Their low price and low-effort installation makes them look good—from in front or behind the wheel.

amps for four lights, and so on. For in-cab wiring, 2-amp fuses are good for running relays.

Give electrics a try. They really aren't hard to work with if you keep a few simple rules in mind (such as that all users must have a completed circuit to work). You might even find it so easy and fun that you start to wire ahead for lights you don't even have yet—which certainly beats the other way around.

## CONTRIBUTORS

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The third annual Tea & Crumpet Rallye is now history. What started out as a semi-foggy Sunday morning produced 14 british cars ready to challenge the days rallye. With registration and headscratching on the instructions out of the way, the cars started out in one minute intervals for the first checkpoint at Lake Casitas Dam. Stops at the Father Serra Cross and a turnout on N.Ventura Rd. made sure that you could not take a straight route to the dam. Tom Culbertson had a unique fishing derby for contestants to earn points. It was then off to Carpenteria High School where Ron Kibbe held a saftey inspection. Remember to carry your spare tire next rallye. Off to Cold Springs School found Christie Hopper, Bob and Rene Peterson holding a british style dart throwing event. Again it was back on the road for the last leg to Rocky Nook Park up the road from the mission. Bob and Lynn Klope held a question answering checkpoint to test your knowledge of your car and your navigator. With a picnic lunch and a sunny afternoon the awards were presented to the winners. See the list below for the breakdown. We would like to thank those who ran the rallye and those who gave up their time to run the checkpoint events. Special thanks to Tom Culbertson and Ron Kibbe who ran the checkout run the week before. The next rallye for our club will be the Turkey Trot Rallye scheduled for the month of November. Don't miss it!

Bob Klope

PLACE	CAR NO.	DRIVER/NAVIGATOR	POINTS	CLUB	CAR
1	5	CREEK/MATHEWS	35	CCT	TR7
2	12	CLEMENTE/CLEMENTE	32		MGB
3	9	GROVES/PFAFF	32		TR6
4	7	ZYLLA/ZYLLA	32		MGB
5	1	EVANS/EVANS	31.5	CCT	TR3
6	8	GREENE/PENCE	31	CCT	JAGUAR
7	14	SNYDER/SNYDER	31		MG MIDGET
8	13	GLENN/GLENN	30		ALPINE
9	11	WILLIAMS/BOREN	29.5	CCT	TR6
10	4	DEAN/KORN	25	CCT	TR7
11	2	GERMAN/TURLEY	25	CCT	TR4
12	6	CHEATLEY/STOUT	25		SPRITE
13	10	PETERSON/PETERSON	23.5		TR6
14	3	GOMEZ	16		TR4



CENTRAL COAST TRIUMPHS --- MEMBERSHIP LIST

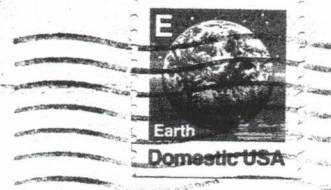
NAME	ADDRESS	CITY	CAR	PHONE
BOX, JOHN & ANN	630 KENWOOD DR.	OXNARD	CA 93030 76 TR7	983-8152
BRADY, JAMES	767 CALLE PENSAMIENTO	THOUSAND OAKS	CA 91360 63 TR4	496-1696
BRAND, KEN & KIMBERLY	876 ESTON ST.	CAMARILLO	CA 93010 TR4/TR6	484-3382
CHASNOFF-RODWEL, JEANNE	3373 OCEAN DR.	OXNARD	CA 93035 STAG	
CONRAD, GLEN	400 SAN CLEMENTE DR	SANTA PAULA	CA 93060 64 TR4	933-1115
CREEK, MARK	6250 TELEGRAPH RD. #208	VENTURA	CA 93003 79 TR7	
COLBERTSON, 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	415-785-1038
EATON, MARK	1316 FORREST DR.	SANTA PAULA	CA 93060 69 TR6	525-1223
EVANS, BRUCE	840 MAPLE AVE.	CARPENTERIA	CA 93013 TR3	
EVANS, DAVID & JAQUELINE	6971 FOOTHILL RD.	VENTURA	CA 93003 73 TR6	644-7844
FAULKNER, JAMES & MARIA	3124 CHANNEL DR.	VENTURA	CA 93003 69 SPIT	644-1161
FITCH, LER	P.O.BOX 566	SANTA BARBARA	CA 93102 70 GT6+/60 TR3569-5397	
FORREST, IRIN	943 VIA OMDULANDO	VENTURA	CA 93003 68 TR6	656-0238
GERMAN, THOMAS M.	1068 WOODLAND AVE.	OJAI	CA 93023 64 TR4	649-2381
GOODCHILD, PAUL	17821 SO. MOUNTAIN RD.	SANTA PAULA	CA 93060 76 TR7	
GREENE, DON	1019 PACIFIC VIEW LN	VENTURA	CA 93001 TR3/KKE	652-0330
GRIESSEN, JOHN	1930 MISION RIDGE RD.	SANTA BARBARA	CA 93103	965-7479
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
KEMMERER, DICK & LORNA	5452 PAREJO DR.	SANTA BARBARA	CA 93111 59 TR3/60 TR3	
KENWORTHY, ALAN & RUTH	2220 MONO ST	OXNARD	CA 93030 64 SPIT	485-6259
KIBBE, RON & CARMEN	P.O.BOX 1381	VENTURA	CA 93002 65 TR4/58 TR3	933-2206
KLOPE, BOB & LYNN	2715 BRACON AVE	VENTURA	CA 93003 65 TR4A/76 TR6653-7233	
LANG, EDWARD & BERTHA	1415 PORTESUELLO AVE.	SANTA BARBARA	CA 93105 71 STAG	569-0553
LANG, MARILYNN	16018 JUNALUSKA WAY	PACIFIC PALISADES	CA 90272 79 SPITFIRE	(213)459-2647
LEWIS, STEVEN & KRISTEN	17 ST. ANN DR.	SANTA BARBARA	CA 93109 74 TR6	965-6886
LING, MICHAEL & LORRAINE	2541 HACIENDA DR.	SANTA BARBARA	CA 93105 62 TR3B	687-8565
MONAGHAN, CAROLYN	541 W. 7TH ST.	OXNARD	CA 93030 73 MGB	986-8407
ORBAND, HENRY JAY	241 CAHUNGA DR.	PORT HUENENE	CA 93035 69 TR6	984-6144
ORMSBY, MICHAEL	3007 BUNSEN AVE SUITE U	VENTURA	CA 93003	654-0555
PHILLIPS, RICHARD	925 SPRING ST.	SANTA BARBARA	CA 93103 63 TR4/58 TR3	962-6729
RIGLER, STUART	202 W. COTA	SANTA BARBARA	CA 93101 STAG	963-6823
SAMANIEGO, JACK & SALLY	906 SENIC WAY DR.	VENTURA	CA 93003 57 TR3	644-4590
SCHIEFFEN, STEVE & BARBARA	3035 PASEO DEL REFUGIO	SANTA BARBARA	CA 93105 TR6	687-6066
SENIOR, PAUL & DAWN	26 CASTILIAN DR.	SANTA BARBARA	CA 93117 73 STAG	569-5298
SHIRLEY, STAN	5235 HARVARD ST.	VENTURA	CA 93003 TR3/TR4A/MGB	
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
TAYLOR, ROCKY	27 LA PATERA	GOLETA	CA 93117 63 TR4	964-8671
WALKER, STEVE	5100 CATHEDRAL OAKS RD.	SANTA BARBARA	CA 93111 67 TR4A	967-0672
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	1300 SARATOGA #105	VENTURA	CA 93003 74 TR6	647-2613
WILSON, THOMAS	P.O.BOX 1228	SANTA BARBARA	CA 93102 SPIT&GT6	964-4002
WINNINGHAM, TOBI	511 S. K ST.	OXNARD	CA 93030 TR4	
WOODSON, DONALD & JUDY	1049 PORTOLA RD.	VENTURA	CA 93003 TR4A	

TR2 1 TR3 10 TR3A 1 TR3B 2 TR4 11 TR4A 4 TR250 1 TR6 9 TR7 4 TR8 2 SPF 4  
MGB MORRIS SUNBEAM JAG. STAG GT6





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65 TR4/ 58 TR3 FEB89  
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