

THE CLEAR HOOTER

The Newsletter of Central Coast Triumphs

CALENDAR OF EVENTS

NOVEMBER

5 GENERAL MEETING

10 SUNDAY BRUNCH RUN THROUGH TOPANGA CANYON

DECEMBER

3 GENERAL MEETING

8 WILLOW SPRINGS VINTAGE RACING

ALL CLUB EVENTS ARE UNDERLINED

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THE VICTORIA

VOL. 8 OCTOBER/NOVEMBER 1991

ISSUE #10/11

Central Coast Triumphs is a non-profit organization dedicated to the preservation and restoration of the Triumph automobile marque serving the Santa Barbara, Ventura, San Luis Obispo and now the Los Angeles counties. The club was established in 1983 and is a chapter of the Vintage Triumph Register. Members enjoy a variety of meetings, monthly activities and regalia. Dues are \$20.00 per year for those owning Triumphs and Associate Memberships are available for those not owning Triumphs, but are interested in the club, at \$12.00 per year. It is recommended that anyone interested in joining attend at least one meeting and/or activity. Meetings are held on the first Tuesday of every month at 7:00 p.m. These meetings are used for planning upcoming activities and as a forum to members for input into club organization and activities.

President - Bob Klope
Ventura, CA (805) 653-7233
Vice President - Stan Shirley
Ventura, CA (805) 642-1502
Treasurer - Sally Samaniego
Ventura, CA (805) 644-4590
Secretary - Ron Rowland
Thousand Oaks, CA (805) 492-2308
Membership Chairman - Ron Kibbe
Santa Paula, CA (805) 933-2206
Newsletter Editor - Tony Ciancimino
Canyon Country, CA (805) 250-1913
Historian - Harvey North
Thousand Oaks, CA (805) 496-7002

Club Mailing Address: Central Coast Triumphs
18197 Sundowner Way #808
Canyon Country, CA 91351

Triumphest 1992 Committees:

Event Chairman - Tom Culbertson
(805) 933-3684
Hotel/Facilities - Jane McIlhaney
(805) 642-4441
Regalia/Logo Design - Don Greene
(805) 652-0330
Registration/Documentation - Bob Klope
(805) 653-7233
Fund Raising/Financing - Sally Samaniego
(805) 644-4590

The "Clear Hooter" is the newsletter of the Central Coast Triumphs and is published monthly for the general membership. Articles must be submitted to the mailing address no later than the 15th of each month. Advertising is available for \$12.00 per year for a 1/4 page ad, contact the Newsletter Editor.

PRESIDENT'S MESSAGE

Another month has passed us by and we are right in the middle of the Triumph season. This is always the busiest time of the year and I think our dogs know it because they start whining when the car is pulled out in the morning. They know they will be left alone all day again. Little do they know that it will be for a few days while we journey to Triumphest.

Speaking of Triumphest, it will soon be upon us and by the time you get this, many members will be on there way to Lake Havasu. Lynn and I will be departing very early Friday morning due to my class held Thursday night. We are planning to get in to Havasu before lunch so as to not miss too many of the festivities. From the number of hands at the last few meetings, not many members will be making the trek across the desert. For those who don't make it remember the brunch run with the S.C.T.O.A. on Nov.10. I need to have your R.S.V.P. no later than the next meeting on the 5th.

Another note to bring to your attention is the club dues. An easy way for you to check your membership status is to look at your mailing label. In the top right corner is your membership expiration date. It has been my policy to send three issues past your expiration date with warnings that your dues have lapsed. The last warning you get is the words "LAST ISSUE" printed in that area. If your dues have lapsed, please send them in before you lose your next newsletter. Also remember that dues rose to \$20.00 per year last January. Many members have sent in the old amount. We don't say anything but we will start. Keep up to date with the club.

November 5th is the first Tuesday of the month and the club will be holding it's general meeting at McGinty's in Ventura. It is located on Victoria Avenue between the 126 and 101 freeways. Look for the Kmart Shopping center. We have many important items to discuss and I need to have you show up and show your support. I enjoy spending your dues money on things I like to do. Why don't you join me and help spend it together.

If you are driving to Triumphest, please drive safely and try to hook up with a caravan. If you can't make it, I will see you on the Nov.10 brunch run.

HAPPY MOTORING !!

Bob

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November Brunch Run Sunday Nov. 10

Come join your fellow Triumph aficionados for a brunch run to the Inn of the Seventh Ray on Old Topanga Canyon Rd. We will be meeting at Charley Browns in Ventura on November 10th and leaving about 7am in order to meet members of the S.C.T.O.A. at 8am. After an enjoyable brunch we may take Mulholland Dr. back to P.C.H. We need to have an R.S.V.P. no later than the November meeting. Let me know at the meeting or give me a call at 653-7233.



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Road race for the masses

Sat., Oct. 5, 1991
The Ventura County (Ca.) Star-Free Press

Nevada race open to all in need of speed

By Michael Taylor

San Francisco Chronicle

ELY, Nev. — For a moment there, it was just a tiny speck on the horizon, and then, suddenly, a bright red Corvette ZR-1 was hurtling into recognizable view and, in a flash, at something faster than 150 miles an hour, it was past, vanishing around a distant curve and gradually, finally, slowing down.

Larry Dober opened the driver's door, took off his helmet and unzipped his black racing suit and stood there shaking, his eyes spinning like pinwheels and a wild grin ripping across his face.

"Oh my God," he yelled, babbling a partially coherent description of what it was like for a normally mild-mannered real-estate agent to spend the last 42 minutes at close to three times the legal speed limit (55 miles per hour) on a deserted stretch of highway in eastern Nevada.

"It was fantastic. On the final stretch, I was right next to a Porsche, and we were coming down the last 15 miles at 150, right next to each other. God, it was fun."

Dober, who is 43 and spends most of his time on the road fighting freeway traffic in the San Francisco Bay Area, takes one weekend a year and joins a select few other car people in what might be called the most exclusive car race in the country: the Silver State Classic Open Road Race.

It's the only open-course speed trial held on a public road in the United States, according to its organizers, the Classic Auto Racing Society, headed by two-time (1959 and 1962) Indianapolis 500 winner

The point of it is pretty simple: Go as fast as you can and don't worry about getting a ticket because the state has closed the road to normal traffic for the day.

For seven hours on a May Sunday, and again in September, the Nevada Highway Patrol closes off 92 miles of Route 318 between the small towns of Lund and Hiko for the racers.

The race, which began three years ago amid little fanfare, is not for professional race-car drivers.

Instead, as Ward said, the Silver State Classic is for the rest of us, all those people who have a yen to really find out what the family car, or sports car, or pickup, will actually do.

"It's not a race for race cars," said Phil Henry, chairman of the race committee. "It's a race for street cars."

The drivers gather in Ely, a mining town on U.S. 50 about 30 miles north of the finish line, and have a barbecue the day before the race and show off their cars in the town park.

This is an event for the fanatics who eagerly await the monthly delivery of half a dozen car magazines and easily converse in the sometimes foreign tongue of the true aficionado — whether a 3.08:1 ratio rear axle is better than a 3.73 to run this course in a 1963 split-window Corvette or what a Ferrari F40 might do through the canyon narrows near the end of the course. That kind of thing.

The Silver State, however, deals less with exotic Italian machinery and more with the kind of stock cars you would find

in any self-respecting suburban garage. A small group of Porsches (914s, 930 Turbos), several Mustangs, an Infiniti Q45 sedan, a couple of Chevy pickup trucks, seven Panteras, a Pontiac Firebird, a Chevrolet Camaro and an Aston-Martin DB6.

All these cars are placed in seven different classes, according to how fast they will go and how much safety equipment each one has, such as roll bars, racing seat-belt harnesses, fire extinguishing devices, etc.

The top class, called "unlimited," is for the go-fast cars — hopped-up Panteras, Lamborghinis, even a supercharged Mustang or two — and the course record is held by a heavily modified Camaro that averaged 198 miles per hour during the race two years ago.

In the divisions, drivers must average the targeted speed that is set for each class — 120, 130, 140 or 150 miles per hour. Entry fees range from \$195 to \$495, depending on which speed division a driver enters.

The most popular classes are the "touring" divisions, where all you have to do is show up with a helmet, a \$15 fire extinguisher and a sound car with good tires and seat belts. Flip some numbers on the doors and decide if you want to average 80 or 100 miles an hour for the course.

Drivers are disqualified if hidden radar guns clock them going more than the assigned speed.

"This is for those people who, throughout their lives, have maybe had some desire to be race drivers, they have had some desire to show what they can do in a car," Ward said.

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TECH-TIP

NYLATRON SUSPENSION BUSHINGS

BOB KLOPE

Over the past few months Lynn and I have had our TR4A differential being worked on at The Auto Shoppe by Tommy German. During this down time I decided to do a bit of detailing to the area in back and add a few improvements. One such improvement was the addition of the front and rear Nylatron bushing kits from British Frame and Engine. These are nylon and stainless steel parts which completely replace the rubber bushes in the suspension. The theory is straightforward, rubber flexes and crushes under load giving innaccurate suspension geometry changes. Replacing these rubber bushes with hard nylon does not restrict proper suspension travel but eliminates the variances in unwanted directions.

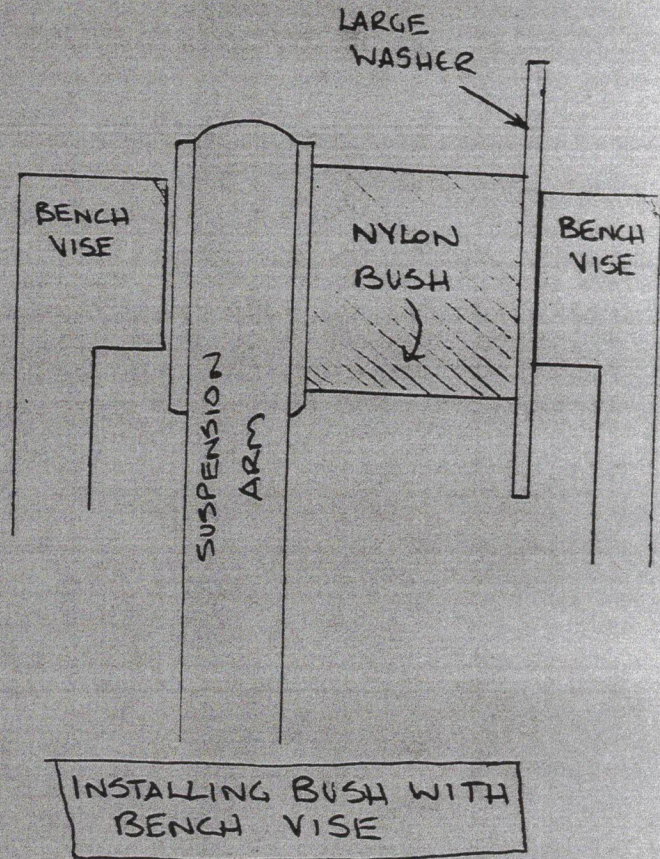
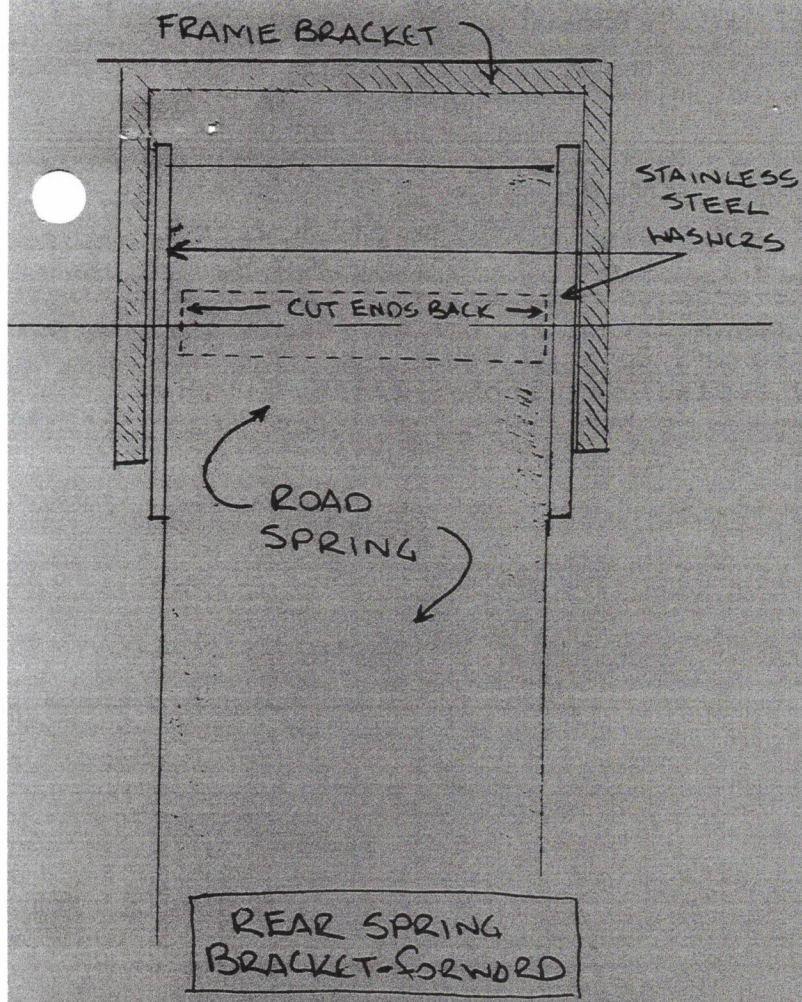
The kit is available from BFE at a great price if compared to Moss's new Triumphtune kit. Which, by the way, are identicle kits. Be forwarned though that the installation is not for the squeamish. This shade tree mechanic was found for many an hour in the garage making sure pieces fit properly.

The rear kit is very straight forward. Remove the rubber shackle bushes and slide in the nylon. While you have the spring removed you must cut down the metal tube which runs through the front spring eye. I have heard horror stories about getting the front eye bolt out in order to remove the spring. Mine slid right out. The front bushing tube must be cut back so that upon inserting the large stainless steel washers, the tube does not come into contact. See figure.

The front end is the real chore. You must remove the upper and lower suspension arms. This means lifting or removing the road springs. Be very careful. This is were the physics law of potential energy comes into play. That spring is just wanting to break loose of the compressor. You can almost see it shaking. The replacement of the front bushes requires you to press out the old rubber and test fit the new nylon. Go out to the auto parts store and get yourself a brake wheel cylinder hone for your drill and a few replacement pads. Clean the hole of rust and rubber by running the hone. Fit the nylon bush. Now try to insert the stainless steel tube supplied in the kit. Odds are it will not even start. The idea here is to hone out the hole until the the stainless tube will freely turns in the installed bush. As I later found out from Mr. Gillanders, the outside diameter of the bush is made for the worst case hole and does require considerable honeing. I also found out after the fact that Tommy German takes it all to the machine shop for fitting.

I, on the other hand, am either a fanatic about doing it myself or just plain stupid. The brake hone took several sets of pads and about four hours worth of work to do the eight holes. I am also a stickler for clean shiny pieces and everything got a fresh coat of black paint. Be sure to use Rustoleum's Hard Hat brand as it is the best spray paint for neglected pieces. It may be hard to find because it contains lead. I get mine at Hopper. Stays shiney even under harsh undercar conditions.

If all this sounds difficult you will realize it's worth when you finally get to drive the car. Gone is that messy suspension feel and in comes very direct steering. The car really feels like it wants to go where you point it. For me it was worth it. Next time you rebuild your suspension pieces look into it.



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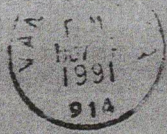
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