

THE CLEAR HOOTER

The Newsletter of Central Coast Triumphs

VOL. 8 ISSUE 12 DECEMBER 1991

Merry Christmas



and
Happy New Year!

PRESIDENT'S MESSAGE

Triumphest is now over for 1991! Now we have to gear up to present our best this coming October. We held a board meeting at my house the week after the October meeting and I would like to thank Tom Culbertson and Sally Samaniego for showing up. We had another one the Tuesday after the last meeting at McGinty's which was better attended. Hopefully a monthly meeting specifically set for discussing Triumphest will accomplish the work needed to put on a successful event. If you would like to help out now, come to these meetings.

Speaking of Triumphest. I saw several members of CCT out at Lake Havasu. Rick and Cathy Vigil with their TR4, David and Jane McIlhaney with their TR6, Mike and Connie Moore with their Stag, C. Darryl Struth with his TR4, Chuck and Wes Ketchum with Chuck's Stag, Bill Hopper with his TR8 and Lynn and myself with our TR4A. If there is anyone else, I'm sure I saw you there, I just can't remember at the moment. We all had a very good time and got to catch up with some friends we hadn't seen for a while. We got a good look at the event we will be working on. I should comment that on Saturday afternoon I recieved a computer disk from D.C.T.R.A. which has a great database program for registration. I ran it and it will be a definite plus for our club. A big thanks to the D.C.T.R.A. for the disk and for putting on a fantastic show.

On the way back from Triumphest we encountered a bit of trouble with the TR4A. While contemplating the disaster at hand, and other past problems we have encountered while on the road, I have decided to put together a book about roadside tech sessions. What I would like to get from all of you are stories about your experiences with roadside repairs and how you solved them. These stories would include the type of car, type of problem, tools on hand at the time, physical location of the breakdown and how you proceeded to fix the problem. You can write these up and send them to me or let me know by word of mouth and I will write it for you. This is also open to all Triumph owners not just CCT members.

A late breaking event will be planned for Saturday December 7th. We will heading out to Willow Springs for a day with the Vintage Auto Racing Association. No we won't be running our cars but there are always some Triumphs there plus a bunch of other classic race cars. Be sure to bring your camera! Meeting times will be announced at the next meeting or call me for the details.

Remember the next meeting at McGinty's on Tuesday December 3. We will also be having our Christmas Party scheduled for the 14th more details to follow.

HAPPY MOTORING !

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CALENDAR OF EVENTS

DECEMBER

14 Christmas Party at Victoria Pub 6:00 P.M.

JANUARY

7 General Meeting

14 Board/Triumphest '92 Meeting

18 T.R.S.C. Other Car Show, Long Beach

ALL CLUB EVENTS ARE UNDERLINED



FOR SALE: 1980 Triumph TR-8 Convertible. 200 H.P. rebuilt engine, 5 speed, modified suspension, vented disc brakes, limited slip dif, roll bar, etc., etc. Winner of 13 awards. \$10,000. Call Bill Hopper @ (805) 687-9851.

WANTED: 1964 or older Triumph Spitfire. Pink slip required, engine isn't. Call Bill Hopper @ (805) 687-9851.

FOR SALE: 1980 TR-7 Engine and Trans. \$1,000 for both, \$600 each seperate. Fuel injected, needs head gasket. Call Ed Lynch @ (805) 933-1668 after 5 P.M.

FOR SALE: 1964 TR-4. Mechanically clean and sound, new top in box, stock radio, needs new paint. Call Edwood Pyne @ (805) 962-3160.

FOR SALE: 1971 Mk IV Spitfire w/overdrive. \$1,000 O.B.O. Call Rick Fuller @ (310) 374-2403.

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BENTLY MANUALS - ALLISON IGNITION

Our November monthly meeting was held as has been usual lately in McGinty's restaurant in Ventura. 22 people responded to the gavel of our Prez. Bob Klope with complete indifference, however we all finally settled down and the meeting began.

Our treasure lady Sally gave her usual in depth summary of our financial standing. "Weve got \$3100 and it's not enough!!!!".

We discussed the Woodley Park meet, and concluded that we enjoyed it, although nobody seemed to know who got the attendance trophy, but did know that the Bentley (you know, the one with the FROG SKIN seat covers) received the best of show award. We are going to try to get some of the vendors that were at Woodley to attend our All British Car Meet.

Bob reported on the 1991 Triumphest and stated that he took notes on what not to do at our Triumphest in 1992. Incidentally, if you have any ideas or suggestions regarding as to what kind of entertainment that we can do with our cars please (nothing vulgar), give Bob a call. A rally is in the works but we need other activities to help make this the best Triumphest ever.

Ron Kibbe reported on our last Sunday brunch run, after setting it up with the Mayan Restaurant in Santa Paula, and mapping out an interesting run afterward, NOBODY showed. He and his wife sat by themselves and had breakfast. I know how that feels as I set up a beach party one time, and my son and I were the only members to show up. So we organised our own bikini contest (viewing only).

I know that this is too late for you who did not attend the meeting, but we are going on a brunch run with the S.C.T.O.A. this Sunday Dec. 10th. I'll let you know next month what you missed.

We are having our Christmas Party on Saturday December 14th, at the Victoria Pub in Ventura. We are also sponsoring a toy drive for the handicapped children, so when you come to the party, please bring one stuffed toy critter per person with you. If you cannot come to the party, your contribution of a stuffed toy would still be appreciated. If you need somebody to pick up the toy, will you please call any of your board members as I am sure that they would not mind picking it up.

Our next meeting will be, as usual, the first Tuesday in December, at 7PM at McGinty's. This will be an important meeting as we will need nominations and voting in order to get our 1992 board off to a good start. If anybody wishes to volunteer for a board position, please come on in and help.

As usual we held our "work in progress" reports from those of us that are still trying to get a Triumph roadworthy. Those of you that have gone through that agony of months, and sometimes, years of a neverending series of setbacks understand why there seems to be no progress from month to month.

We are going to try and set up a booklet of tech tips based upon experiences of members who have had a problem on the road and have solved it. If you have had such an experience please give me a call. Ron Rowland 805) 492-2308. And I will write it up for you.

OUR LAST MEETING???

After a year of trying, our Exalted Leader has finally got it right, no noise, no fuss, just waved the gavel and the 10 people came to order. bloody marvelous. 3 others arrived later, including a guest Ralph Rittenhouse who has a spitfire and hopefully will become a member.

Our treasure lady did her homework and presented her report. \$2700 and still not enough for the expenses coming up for Triumphest, we will have to have a fundraiser of sorts soon. Any suggestions???

As this was to be the last meeting of the year we had a review of the events of 1991, how many of these did you miss??. Bob is setting up a calender of events for 1992 and hopefully more of you will be able to join us.

Jan. Tommy German Tech. Session. Bombed, only two showed.
Feb. Wine tour. Great run, all had good time.
Mar. Rally. Exalted Leader screwed up royally. We all got lost.
Apr. Hillclimb. Don practiced daily, and of course won.
Also had a really enjoyable flower tour.
May. Our first All British Car Meet. A great success
June. Merle Norman Museum trip. Another memorable day.
July. Slalom racing. There was even a rental mustang!!!!.
Aug. Moss Motors' marque day. The biggest ever.
Sept. Beach Party. A big bomb, Tom was the only one to show up.
Oct. Woodley Park All British Car Meet.
Nov. Triumphest at Lake Havasu.
Dec. Christmas Party,

We also had elections for officers and for a change it was all over in a few minutes not like last year when we almost didn't have a Prez. and Stan was a nervous substitute. Our 1992 officers are:-

President	Bob Klope
Vice Pres.	Darryl Struth
Treasurer	Sally Samaniego
Secretary	Ron Rowland
Membership	Ron Kibbe
Editor	Tom Culbertson
Historian	Harvey North.

We have added another "Thou Shalt" to the task of the editor, the newsletter will be in the mail by Friday following the Tuesday business meeting, that means that you should receive the Clear Hooter by the Monday after the meeting. Also as far as it is possible, all meets will be planned at least 2 months in advance so that notice of the meets will appear in the newsletter twice. Maybe instead of wishing you had come to some of the events, you will be able to attend.

We ended the meeting with our usual darts challenge, and as Stan Shirley is leaving us to rough it in New Mexico, we let him win the prize as a nice to have known you farewell. Bye Stan.

I realise that most of you cannot, for one reason or another, attend our monthly meetings, and it must be very frustrating to learn of a really interesting run after it is already history. So for the coming year we are going to try and set up runs at least one month in advance, so that you too can get full enjoyment out of your car. It seems a shame to own a sports car in Southern California and not get to use it more often. Triumph owners back east or in the mid west have already had their cars on blocks for the winter, and we are still doing topless driving.

Six cars showed up at our starting point at 7AM, and picked up two more in Thousand Oaks. We caravanned down 101 in a light mist to the San Fernando Valley where we met up with twenty eight other cars from the S.C.T.O.A. in a shopping center parking lot.

After standing around talking etc for about 30 minutes, 34 cars consisting of 29 Triumphs, 1 Morgan, 1 Austin Healey, and 3 S.O.B.'s took off up Topanga Blvd. It was a parade that caused many people to stop and stare as it must have been quite a sight to see this many cars in one lump.

As we moved along the sun came out and it was clear and warm for the rest of the day. We nipped right along into the wilds of the Santa Monica Mountains. I have been driving these roads for about 20 years and thought that I had been on them all, however we went up a road that turned into the wildest 10 miles of winding road that I have been on for a long time.

The road climbed very steeply in places, and scenery was fantastic, at least thats Lorraine told me, I was too busy trying to keep up with the 4 in front of me. The few houses in this area were large and mostly built in more that one level down the slope. One had 5 levels with a spiral staircase down the front of the building.

We finally arrived at the Inn of the Seventh Ray, where the dining rooms were patio type, under the trees and surrounded with trees, bushes etc. a large gully in the back added to the effect.

The food, which was primarily of the healthy, organically grown type, was excellent, and despite the fact that our over 60 people all showed up at the same time didn't seem to bother them. There was a lot of table hopping talking to old friends and making new ones, and the time passed very quickly.

After brunch there was a parking lot tech sesh. when the Moss TR3 had its generator blow a bearing, the Moss employee told me that it was overhauled by Moss and installed only two weeks ago. I gave him the Roadster Factory address.

One of the members carried an adjustable fan belt, this was installed from the pulley to the water pump only, thus leaving the sick generator sitting idle. I suggested that in the future Moss should include this type of belt with each rebuilt generator that they sell. I think that I have lost my Moss discount privilage. You shoulda been there.

*Don't Forget Our
Christmas Party
December 14th
at the Victoria Pub*



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TRIUMPH BUILD RECORD - COMMISSION NUMBER LIST

This is just an explanation of the project on which I have been working for almost three years, and with the help of a number of people from around the country - Digger Davitt of DCTRA, Marty Lodawer of TRSC and Terry Telke of VTR - I have been able to gather a number of build records and commission numbers. They have also come from many areas of the country where clubs have been kind enough to run my form in their newsletters.

My interest in this particular part of Triumph history began when my wife and I bought our TR3A almost eight years ago. I had proudly told some people that my car was a 1962 TR3A, only to see them smile kindly and tell me that this could not be the case and that it was probably a 1960. You see, in California, when a new car is not sold and titled in the same year it is made it is retitled in the year that it is sold.

After learning this bit of information, I sent away to England for my cars 'Birth Certificate' - and sure enough it was built during the night shift of March 17, 1960. Along with this date came other information that was also of great interest, like original body color, interior color, and what options were on the car.

This is the kind of information that a club should be able to give a new member. Finding out when a persons car came off the production line is of great interest to the individual, as well as the person that is, or wants to, restore his or her car to like original condition.

What options were on my car? What options were on the cars that were on the line at the same time? What can I put on my car that would not ruin the originality? What should I do if my car was a color that I don't like?

By collecting this information, forming a list that will be in the hand of the many clubs, will help answer all those questions.

Here are some examples:

TS 20874 L thru 20887 L were all Pearl White, but TS 20888 L was Sebring Red, and all were built on 8/16/57.

CT 11057 L thru CT 11070 D were all British Racing Green - and came off the line on 6/21/62. CT 11058 had black leather interior with a black soft top but CT 11059 had red leather interior with a white soft top.

CT 11413 LD was one of the TSOA Euro-Rallye cars, and eventhough its final destination was the USA it was fitted with yellow headlights, and a Lucas driving light.

CTC 50326 L thru CTC 50340 L were produced on 1/21/56. All had black leather interior except CTC 50338 L which was fitted with Midnight Blue leather interior.

These are just some examples of the information that can be gained and therefore shared with others! So please help the effort and fill out the form that is attached, or send a copy of your build record.

Thanks for your help!

TRIUMPH COMMISSION NUMBER/BUILD RECORD LIST

For some time a number of people around the country have been collecting build information on the TR2 thru TR6 series automobiles. With the help of a few of these people I have collected a good amount of this information, but it falls short of the "big picture" I want. And that is a history, in numbers, of what cars are in the United States and Canada. Let me now say that this is for my information and that of the Triumph community as a whole. As much as I would like to know who has what car, that information is not in the data base and therefore names are not needed, so if this is the reason you have for not sending the information, please reconsider! To receive a build record on your car you can send to: British Motor Industry Heritage Trust, Archive Library: Castle Road, Studley, Warwickshire, England B80 7AJ - they charge around \$40 for the search as of Nov. 1991. Your club will get a copy of the list.

Club Name & Address : _____
Please list original equipment or note that it is owner changed.

Commission #: _____ Type (TR2,3,3A,3B,4,4A,250,6): _____

Build Date (m/d/y) if you have it, this is the day the car came off the line, don't put the date of first sale: _____

Body #: _____ ; EB# _____ ; Body Color (please don't use #): _____ ; Interior Color & Type (leather or vinyl), again no #'s: _____ ; Hood Color (soft top): _____

Delivery Destination: _____ ; Adjust. steering: Yes No ; Comp Springs & Shocks: Yes No ; British Specs: Yes No ; Heater: Yes No

Metric Instruments: Yes No ; Hard Top: Yes No ; Lft. Hand

Drive: Yes No ; Imperial Instruments (U.S.A.): Yes No ; Occasional

Rear Seat: Yes No ; Overdrive: Yes No ; Right Hand Drive: Yes

No ; Side Curtains: Yes No (color _____) ; Tonneau Cover: Yes

No (color _____) ; White Wall Tires: Yes No ; Windscreen Washer:

Yes No ; Hood Stick Cover: Yes No ; Wire Wheels: Yes No

4:1 Axel Ratio: Yes No ; Export Specs: Yes No ; Other factory equipment (surrytop for example): _____

PLEASE SEND THE INFORMATION TO:

Jon Korbin
13220 S.W. Genesis Loop
Tigard, Oregon 97223

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.

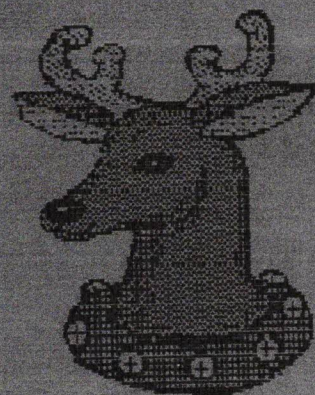
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Canyon Country, CA (805) 250-1913
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Club Mailing Address: Central Coast Triumphs
317 Hall Road
Santa Paula, CA 93060

Triumphest 1992 Committees:

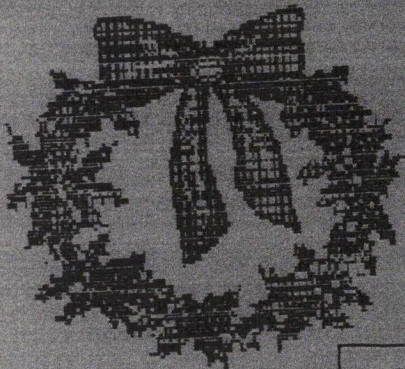
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(805) 642-4441
Regalia/Logo Design - Don Greene
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The "Clear Hooter" is the newsletter of the Central Coast Triumphs and is published monthly for the general membership. Articles must be submitted 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.





Central Coast Triumphs
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LAST ISSUE
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Forward and Address Correction Requested