

THE CLEAR HOOTER

The Newsletter of Central Coast Triumphs

Vol. 9 No. 3

HAPPY SAINT PATRICK'S DAY!

March 1992

CALENDAR OF EVENTS

~~MARCH 14~~

Eighth Annual Central Coast Triumph Wine Tour.

~~MARCH 22~~

Brunch Run to Budd's Eggception in Carpenteria. More details in this newsletter.

~~APRIL 10 & 11~~

Point Mugu Road Races.

APRIL 18

Third Annual Ann Street Hill Climb. More details in this newsletter.

MAY 17

Annual All British Car Show in Ventura. More details to follow.

~~JUNE ?~~
~~JULY ?~~

Ron Kibbe is planning an event. More details to follow.

JUNE 4-6

British Car Magazine is hosting an All British Car Show in San Luis Obispo at the Embassy Suite Hotel. We're still waiting for more information on this event.

AUGUST 8

Moss Motors Triumph Marque Day. More details to follow.

OCTOBER 8 - 11

Triumphfest 1992 in Buellton, CA. We are the hosts of this event and need all the volunteers we can get to help. Call (805)933-3684 for more information.

SOMETHING DIFFERENT???

There is an Austin Healey club in Orange County that puts on a meeting they call California Healey Week. Actualy it's only a weekend, but you know how these Healey people exaggerate.

Anyway, this year they are holding it at the Casa Sirenia Marina Resort in Oxnard on May 23-25. You might like to go on over and check them out. There is always a good show of cars. And also they do strange things like the Healey Olympics, with such things as the starter toss, the tricycle race, on very small child's trikes, the 100 yard dash, wearing swim fins.

You might find it interesting to see how other marques set up for their version of Triumphest.

R.R



C. DARRYL STRUTH
Fleet Manager

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OFF THE MARK

Due to the lack of interest in the "dart throw" after each club meeting for the prize, we'll be going back to the ticket sale (and let Claudio pick the winner).

It doesn't make sense to give a \$10.00 prize for \$5.00 worth of participants. The purpose of the door prize is two fold. One, to win a nice prize for just a buck or two, and Two, for the club to put on different events, like Moss Marque Day, car shows, and let's not forget Triumphest '92!

Good luck in the drawings

-C. Darryl Struth-

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MARCH MEETING MADNESS.

17 people showed up at McGinty's restaurant for our usual first Tuesday of the month meeting. We noticed that Lynn was not with us and so we knew what was going to happen. We were ashtrayed into silence, as our Fearless Leader forgot the gavel. But at least he had matching socks this time.

We discussed the upcoming Triumphest, it appears that things are falling into place and we can look forward to a very enjoyable weekend. You are coming, aren't you??. We will however need some volunteers to help.

The wine tour is now rescheduled for the 14th, with a barbeque at Sally's place after. We will LEAVE the Charlie Brown's parking lot at Seaward and the 101 at 9.30 am.

Another March treat will be a brunch run to Budd's Eggception in Carpenteria on Sunday Mar.22. We will leave The same C.B. parking lot at 9 am. RAIN OR SHINE. After eating we will take a quick run up to Buelton for a last check of the Hotel and surrounding area for Triumphest.

April 18th is the annual infamous Hill St Hill Climb. Does anybody have any good ideas for a suitable handicap for Don???. There will be the usual feast afterward. Also a tech session by Bob on the care of clutches.

Have any you wanted to know more about rallies, I mean the really rallies where apparantly sane people take off for a 24

hour charge across the countryside???. There will be a rally starting at the Rountable Pizza on Westlake Blvd. on Sat. Mar.7th. This is a short one, only 6 hrs. The drivers briefing will be at 11am. and I have been told that you can listen in to the briefing without actually going on the run. I am going to at least listen and maybe I can learn enough to actually try it one day.

Don't forget that our 2nd annual All British Car Meet will be on Sunday May 17th. Why not bring a friend, who knows, he may also become enthused about our hobby.

The postponed swap will still come about, but no firm date as yet.

We had an update on the disposition of sick cars. Don tried to economise and use only .003 clearance on his tappets, he wound up with 25 psi compression. Harvey finally got his engine in, and even DROVE it. I didn't admit that I haven't worked on mine in about 5 months.

We were finally released by the familiar sound of an ashtry pounded on the table. Why not make a date and come on out next April 7th.???

R.R



ENTERPRIZES

ROBERT E. BARR

Computer Consultant & Applications Tutor

The Perceptions and Perspectives of a New Owner of a Triumph

I have become a recent member of the Central Coast Triumph Club, as well as the Southern California Triumph Owners Association (SCTOA) as of October 1991. My initial introduction to Triumphs was through my close friend and fellow enthusiast, Mr. Ron Kibbe in the last year or so. I have always been fascinated by the British cars and roadsters that were built from the early fifties until the mid-sixties. Part of my fascination (even to this day) has been the uniqueness, the individuality and the intrinsic style and design of these well-crafted works of art. This intrigue has been especially true for the 1960's Triumphs, Austin-Healys and Jaguars.

As I was growing up in the early to late sixties as a teenager, I was impressed with the British world in general: The James Bond films, the British Broadcasting Corporation (BBC); the Beatles, the Stones, and the Dave Clark Five, as well as for the television shows such as The Avengers, The Prisoner, Secret Agent Man, and the wave of new films in the "avant-garde" market. It was initially through the above television and movie films that I developed an appreciation, some understanding, and an affinity for British cars.

As a military son of an Air Force colonel (often referred to as an "Air Force brat"), our family traveled extensively throughout the world from 1950-1965, and through the international travel I was fortunate to come into contact with Italian, French, German, Swedish, and lesser known automobiles in Japan e.g. Toyota and Datsun! Given all of the above automobiles, I still remained a "loyal" British car enthusiast. It did not matter in those days, if you were a "conservative" or a "liberal" as far as your political affiliations in terms of the ownership of a British car.

Picture if you will, a forward or quantum leap into 1990-1991; as

Rod Serling from Twilight Zone would introduce his program. I have owned almost every type, make or facsimile of American, German, Italian, and Japanese cars. My persuasion has usually been to select either a Honda Accord and/or Cadillac El Dorados and Sevilles. I even, on one occasion, purchased a 1980 Ford Crown Victoria from Barber Ford, Ventura. The car was exquisite and held a respectable sale value six years later. I recently disposed of all vehicles, homes and memorabilia, and relocated to Santa Paula in 1990. This car enthusiast came into immediate contact with Mr. Ron Kibbe as Membership Chairman of Central Coast Triumphs at Foster's Donut Shop and was handed his business card with the Triumph club's logo.

Before joining the club I attended a couple of the club activities: Moss Marque Day, the Woodley Park annual event and a few club meetings. I especially liked Ron's dark red TR-4, Tom's TR-250, and some of the other member's cars. I purchased Ron's 1965 TR-4 in late October 1991 subsequent to an excellent Technical Vehicle Appraisal by a true renaissance craftsman and master, Mr. Mike Ormsby from Sports Imports. The overall inspection proved satisfactory and within one week, a contractual agreement was made between Ron and myself for the sale of his TR-4.

The TR-4 has been quite an enjoyable experience since October 1991. Through Ron's assistance, demonstrations and expert advice, I have become very fond of my Triumph. I no longer recall my desire, as I once did, for Honda Accords and Cadillac Eldorados and Sevilles.

I have come to savor and appreciate the timeless Michelotti (an Italian such as myself!) styling; as well as the wide track stance and straight through fenderlines. In surveying this work of art and craftsmanship, I



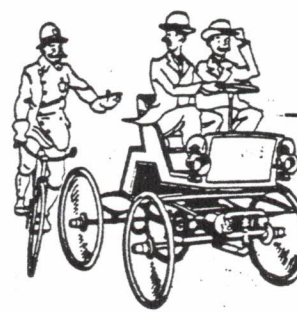
have gained an understanding of the wider and more assertive grille; the headlamps nestled under "eyelids" formed by humps in the hood; and the panoramic view from the enlarged windshield. I have been equally impressed by the "wind-up windows" (a first for Triumph) and the new face level ventilation (again a first for a British car). In all, the TR-4 was undeniably Michelotti and definitely distinct from any other sports car in its time and era.

The rock-hard and "vintage" ride and bump-steer have been given negative reviews to date. Personally, I look forward to each day that I operate my TR-4, even though several other foreign and domestic cars out-pace my TR-4. The TR-4 is indeed a work of art, and I have particularly enjoyed the back roads of Ojai (Highway 150) to Santa Paula; the route from Ventura to Ojai (Highway 33) and the winding back roads of Fillmore, Moorpark and Thousand Oaks (Highway 23).

In closing, my TR-4 has been an enjoyable convertible, and through the efforts and training lessons of Ron Kibbe, Michael Ormsby, and the British Car Magazine and related texts and publications, I have come to compliment my decision on purchasing a truly wonderful driving machine. By way of education, I can know, describe, and point to both the "bonnet" and the "boot". In October 1991, both of those terms were quite "foreign" to me, and now I can carry on a somewhat British enthusiast's discussion on both terms. Reflecting back, the only other car that I felt as much love and enjoyment for was my 1964 Pontiac G.T.O., which has been sold and driving the highways from Provo, Utah to Salt Lake City, Utah.

A Satisfied Owner and Enthusiast,

Dr. Mark T. Florio, Ph.D.
(Actively Retired)



LETS GO RACING!!!

While we at the mob brunch session at the Airport Restaurant on Sunday, Bob made mention of a vintage car race to be held at Point Mugu in April.

I spoke to Steve Earlie who is with General Racing. They are going to try and have as an annual event, a vintage car race. The inaugural event will take place Sat. & Sun. April 10 & 11. They have over 120 cars entered so far, with more to come, so it should be a good varied series of races.

This will be the more relaxed type of racing with access to the pits etc. Also we can set up as a group and have our own Car Corral. Or a share a joint one with another club.

The gates will be open at 8am for drivers briefing, and the first race is scheduled to go off at 9am, and racing will continue until 5am. There may not be a food booth so it might be wise to bring your own food and drink.

They need to know how many cars will be going, so if you would like to go will you please give me a call at (805) 492-2308. There will be a meeting place set up later so that we can put on a show of our own by all going in together.

There is a \$10 entrance fee for spectators, which is very reasonable for a full day of racing. Give me a call and BE THERE.

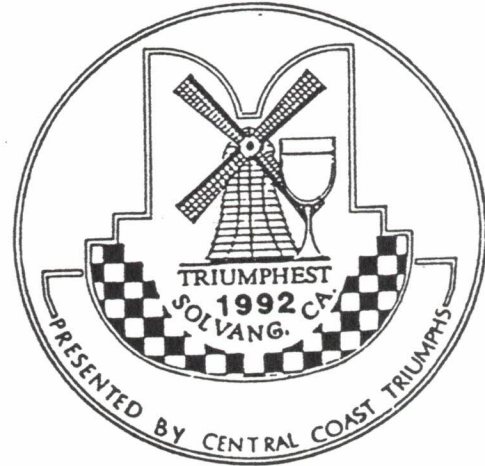
RON ROWLAND

PRESIDENT'S MESSAGE

Another month has passed and it's time for another bit for the newsletter. For the last five years we have had a serious drought, as you all know too well. Wouldn't you know it that the weekend of the wine tour is a total rain out. In the many years I have belonged to the club I have never been rained out of two events in the same year. That was the third since joining the club altogether! Now those of you who forgot to plan, can get another chance this month on the 14th.



Our meeting last month was well attended and it was good to see some visitors in our midst. Do you remember your first meeting. Think about that first time when there are visitors in attendance and imagine how they might feel in a room full of strangers. These are Triumph owners just like you and they are there to see if they want to join the club. Introduce yourself and you will help gain more members.



Triumphest is nearing and you may be getting a call to volunteer your services. Why wait! Listed in the back of this newsletter are the names of those coordinating various events. Contact one or more and volunteer. Let them know that members are ready to help out. If you want to get seriously involved with the planning, come out to the next Tphest board meeting on Tuesday the 10th at McGinty's. It starts around 7pm and we could use your input to make this a successful event.



HAPPY MOTORING !

Bob

CLASSIFIEDS

FOR SALE: TR3 Hardtop, \$250.00. Call Don Greene at (805) 652-0330.

FOR SALE: TR3 Tonneau. Black, good condition. \$50.00. Call Don Greene at (805) 652-0330.

FOR SALE: 1976 TR7. Bright green, needs battery, cables, and head gasket. \$800.00. Call Joe Paz at (805) 652-1604 after 5:00 P.M.

FOR SALE: 4 Michelin redline tires, 185X15 as originally fitted to TR250's and TR6's. Finish off that restoration at 20% below list prices. \$650. Call Bob Klope at (805) 653-7233.

FOR SALE: 1961 215 cu. in. aluminum V8 engine. Stored for last 10 years, all bearing surfaces still standard size. \$850. Call Bob Klope at (805) 653-7233.

WANTED: Center hardtop section for TR4-250 two piece hardtop. Any condition accepted. Would consider aftermarket fiberglass if you have one. Call Bob Klope at (805) 653-7233.

FOR SALE: 1980 Triumph TR8 with long list of performance options. Winner of 13 awards. Asking \$8,000 somgged or \$7,000 as is. Call Bill Hopper for additional details at (805) 687-9851.

TR7/8 COMPONENTS FOR SALE:

\$200.00 Vented front disk brakes (to eliminate the TR-7/8 brake fade problem)
\$150.00 Complete Styling kit with fiberglass air dam, side and rear panels.
\$75.00 Both front and rear fiberglass bumpers
\$10.00 4-locking lug nuts
\$75.00 2-Sheepskin seat covers
\$200.00 Set of 4-Yokohama A008R 205/60 HR13 racing tires on alloy rims

TR8 COMPONENTS FOR SALE:

\$200.00 Holley 390 CFM 4-Barrel carburetor with Offenhauser intake manifold
\$200.00 Header pipes with low restriction dual exhaust system
\$300.00 Limited slip differential
\$75.00 Heavy duty rear anti-sway bar
\$100.00 Roll bar
\$50.00 5-point racing seat harness
\$200.00 Set of 8-pistons 10.5X1 compression +.030 with rings & wrist pins

Central Coast Triumphs is a chapter of the Vintage Triumph Register. Dues are \$20.00 per year for those owning Triumphs, \$12.00 for those not owning Triumphs. Meetings are held on the first Tuesday of every month at 7:00 P.M. at McGinty's restaurant and pub in Ventura. For more information contact any one of the following or write to the club address.

BOARD MEMBERS

President:
Bob Klope (805) 653-7233

Vice President:
C. Darryl Struth (805) 644-6211

Treasurer:
Sally Samaniego (805) 644-4590

Secretary:
Ron Rowland (805) 492-2308

Membership Chairman:
Ron Kibbe (805) 933-2206

Historian:
Harvey North (805) 496-7002

Newsletter Editor:
Tom Culbertson (805) 933-3684

CLUB MAILING ADDRESS:

Central Coast Triumphs
317 Hall Road
Santa Paula, CA 93060

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/Finance:
Sally Samaniego (805) 644-4590

CCT AND TRSC DRIVE TO NORTH CAROLINA



In an unprecedented effort members of Central Coast Triumphs and the Triumph Register of Southern California drove to Orfax, N.C. to visit the Bobby Rex Museum. Unfortunately they arrived on a Sunday and the museum was closed. Many commented on how short a drive it actually seemed!

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Santa Paula, CA 93060

Jhon
964-5609

RON & CARMEN KIBBE
862 YALE ST.
SANTA PAULA

JAN93

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Forward and Address Correction Requested