

# THE CLEAR HOOTER

The Newsletter of Central Coast Triumphs

Vol. 9 No. 5

ALL BRITISH CAR SHOW ON THE 17TH

May 1992

## CALENDAR OF EVENTS

MAY 17

Annual All British Car Show in Ventura. We need volunteers for this event!

MAY 23

Highland Games at Orange County Fairgrounds

JUNE 13

Swap Meet to raise funds for Triumphest '92. More details to follow.

JULY 25 - 26

Santa Paula Airshow at Santa Paula Airport

AUGUST 8

Moss Motors Triumph Marque Day. More details to follow.

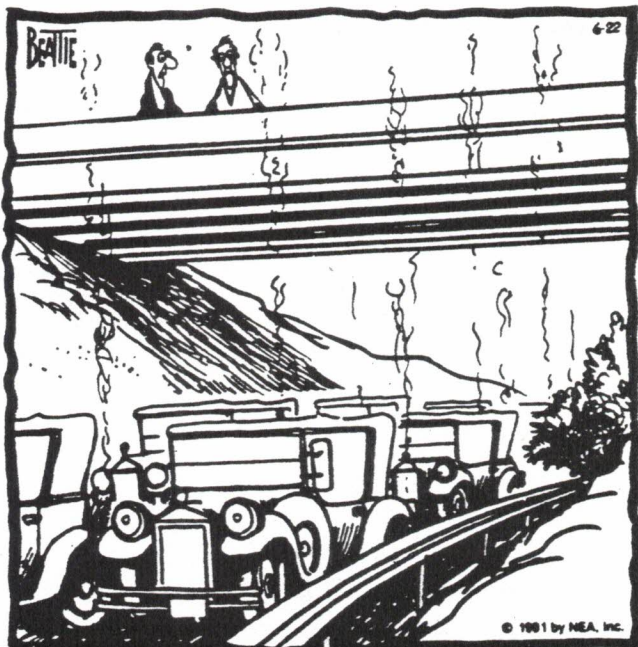
AUGUST 9

Special Olympics in Moorpark

OCTOBER 8 - 11

Triumphest 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.

**SNAFU® by Bruce Beattie**



"Is there a vintage car convention in town...or is this the worst traffic tie up in history?"

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## PRESIDENT'S MESSAGE

Another month has passed us by and you are anxiously reading this month's Hooter to see what the club is up to. We have a few topics to bring out this month. One of which is the insurance coverage for club activities. We have signed on with the VTR Chapter Insurance program again and will find it useful this year to cover Triumphest.

In the mail this past month I had received a note from the Tyee Triumphs out of Seattle. It told of their sponsorship of the VTR National meet in 1993. Make your plans now to attend the first ever west coast national for VTR. It is a bit different than our Triumphests but after hearing from those who attended in Boulder, it sounds like fun. The date is August of next year and it will be held south of Everett, Wa.

Triumphest is coming soon! Sign up sheets will be going around to help with various events and duties. Your club is sponsoring this years event and since you are a member, plan to help out. It will be a big team effort to pull it off. If you are interested in helping and can make the planning meetings, they are held at McGinty's on the second Tuesday of the month at 7:00pm.

See you at the Ventura British Car Show.

HAPPY MOTORING !

### SPORTS IMPORTS OF VENTURA

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### Central Coast Triumphs

present:  
2nd Annual  
All British Car Show  
And Parts Swap Meet

## British-made cars, parts at swap meet

Would you love to see some classic Triumph sports cars? Are you looking for a rare taillight lens for your MG Sprite? Want to show off your prized Rolls Royce Silver Shadow? The All British Car Show and Parts Swap Meet may be just the ticket.

Those attending are welcome to bring along a picnic lunch or try out the British delicacies offered by food vendors. Best marquee awards will be given to cars on display, selected by the peoples choice.

Sponsored by Central Coast Triumphs, the gathering will be open to the public from 10 a.m. to 4 p.m. Sunday, May 17, at the Ventura College athletic fields on the west side of campus.

Participants showing cars, selling cars or parts, or selling other goods should arrive between 7 and 9 a.m.

Admission is \$2 for the general public, \$10 for participants showing cars or selling cars or car parts and \$50 for commercial vendors.

For information, call Don Greene at 652-0330 or C. Darryl Struth at 644-6211.

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BY MIKE ORMSBY  
(IN VENTURA SINCE 1962)

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MAY MEETING.

Our gavel bearing Grand Master waited until 7.20 to gavel the noise down, in order to, hopefully, allow more than the 10 people already seated to show up. But it didn't help. I think that this was one of the smaller meetings that we have had. Is it because of the day? too early in the evening? Why.

Anyway onward. Our Treasure Lady gave her usual report, not enough. Hopefully the swap meet will bring in some money, we need to purchase regalia etc for Triumphest. So come on down to the Ventura College on Saturday June 13th and start your own collection of odds and ends that you may want some time.

5 Cars showed up for the Annual Hillclimb. Don Green changed the rules to now the cars had to back up the hill and no slipping the clutch. As this is Don's normal way of getting up the hill, he won easily. But stepped down and allowed Hans from Redondo Beach to take the first prize this year. The usual excellent BBQ afterward was enjoyed by all.

We had a long discussion on the All British Car Meet, and the Triumphest, and a few more problems were ironed out. We are going to require a fairly large number of volunteers to help at the car meet, and so far only a handful has volunteered. We only need you for a couple of hours each, so please give Tom a call and help.

A SPECIAL RUN FOR SPECIAL KIDS.

Several years ago it was found that interaction between horses and retarded children brought about tremendous changes in the children and so the Special Olympics Equestrians was born. Special Olympics encompasses just about every sport, including softball, track and field events, etc etc.

These events are staffed by volunteers, but nevertheless money is still needed to run the program also to provide and feed the horses, so an annual BBQ is set up with entertainment etc to raise the necessary funds for the Ventura County unit.

There is usually a celebrity in attendance, last year Patrick Swayze came to help.

There is also considerable entertainment. The Gunfighters will be putting on several shows, there is a live western band all day, and a number of side shows, even a greased pig race and cow BINGO.

This year the BBQ and entertainment will be from 10 - 4pm at a horse ranch on Walnut Canyon in Moorpark on Saturday Aug. 9th.

This is a special event and we as a car club have been invited, so come and spend a few dollars to help these special kids.



We will leave the Charley Browns parking lot at the Seaward exit of 101 at 10.30am and caravan over to Moorpark. I hope to see you there.

### June 13 Swap Meet

David & Jane McIlhaney are planning this swap meet at the Ventura College. So start polishing and cleaning up your favorite junk in the garage. Please mark everything with what you feel is a reasonable price. If your prize possessions are not sold, you get them back. We will need volunteers to help work the swap meet. You will need to be at the college **NO LATER** than 6:30 AM.

### THE CONTINUED ADVENTURES AND PERSPECTIVES OF A NEW OWNER OF A TRIUMPH TR4

The previous edition of the Clear Hooter, March 1992, provided Central Coast Triumphs Club members the insight and perceptions of a new member owning a 1965 Triumph TR4. This update supplements my first article in providing added insights, knowledge and helpful advice for current and future club members. To date, my "dark red" primed TR4 has undergone evolutionary changes and technical renovations since November 1991.

During the months of January and February 1992, I had decided that my 1965 TR4 was ready for a reconditioned engine, flywheel, clutch and transmission. Prior to the purchase of Ron Kibbe's 1965 Triumph, both he and I had discussed the eventual replacement of the engine. This came as "no surprise" to either Ron or myself. Ironically, the timing of the need for a reconditioned engine coincided with the arrival of both my federal and state tax returns in early January 1992. *Thank God for miracles and hefty federal and state tax returns!*

Ironically, I was able to luckily locate a reconditioned engine, transmission, clutch and flywheel. This blessing in disguise came through my second Triumph club affiliation, Southern California Triumph Owner's Association (SCTOA) and a fellow club member, Mr. Robert Bowden of Santa Monica. Through discussions between Robert and myself I found that he had a TR4 engine, trans, clutch and flywheel that had been garaged for roughly five years. Through detailed negotiations, an agreement was reached, and arrangements were made for transporting the lot from Santa Monica to Ventura for Mike Ormsby of Sports Imports of Ventura to install.

All arrangements had been made and Ron and myself picked up a rental truck on a rainy Monday morning in January and headed down PCH to Santa Monica. Ron and I were

anxious to pick up all of the engine components and deliver them to Mike Ormsby for his professional review and installation. We arrived back in Ventura in the early afternoon and delivered the engine parts to Mike.

Subsequent to Mike's inspection, analysis and assessment, a decision was made to combine the best parts of my existing engine and components and the best portions of the newly purchased engine. Through Mike's contact and follow-up, a reconditioned TR4 emerged from Sports Imports.

When I arrived to pick up my car, I was pleasantly surprised to find a nicely reconditioned Triumph with spirited life, performance and excitement. The engine compartment had been transformed from a nice and pleasing sight to a first-class appearance with reconditioned components. As I drove away from Mike's garage, I could detect, feel and sense that a new TR4 had reappeared and had completely returned from a state of "middle age" to "youthfulness".

To date, the experience with my TR4 has been tremendous and additional updates have been added to my car: new Cornell radial tires, a new rack boot kit installation, and interior items (new official Triumph floor mats, a wood grain shift knob and a thorough cleaning of the interior compartment).

Several family members, friends, and professional contacts have witnessed the gradual, yet progressive changes from the initial purchase of my TR4. As stated in my initial article in the March newsletter, I have been pleasantly surprised and happy with the uniqueness and driving sensations of my TR4.

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





## ESCAPE ROAD

AUTOWEEK DECEMBER 23, 1991

# 1968 Triumph TR-250

*One-year model boasts classic Brit roadster attributes*

By Matthew L. Stone

**T**he Triumph TR-250 was only built as a 1968 model, showing up in late 1967. Why would Triumph go through the trouble of introducing a model for only one year? After looking at where the TR4 had been, and where the upcoming TR6 was to go, it doesn't seem quite so illogical. Besides, trying to rationalize the doings of British carmakers of the 1960s is next to impossible.

The TR4, introduced in 1961, was a clean-break design for Triumph. It eschewed the swoopy clamshell fenders and low cut doors of the prior TR2/TR3 series for a clean, somewhat square-shouldered look designed by Giovanni Michelotti. The year 1961 seemed to be a big one for Her Majesty's car business, as MG introduced the immensely popular MGB at the same time. The TR3-A chassis and most of its mechanicals were retained for the TR4, though track was increased a few inches and rack and pinion steering was added. The two drawbacks were the continued use of a live axle at the rear, and the sturdy but droning 2.1-liter four-cylinder ohv engine in the front. Triumph would upgrade these areas one at a time. The first came in the form of the TR4-A IRS in 1965, which carried an all new coil spring independent rear suspension. The IRS was a significant improvement, smoothing a considerable amount of chop from the ride and increasing handling limits at the same time (no small order for a roadster riding only an 88-inch wheelbase). The big fix for the engine compartment came in 1968.

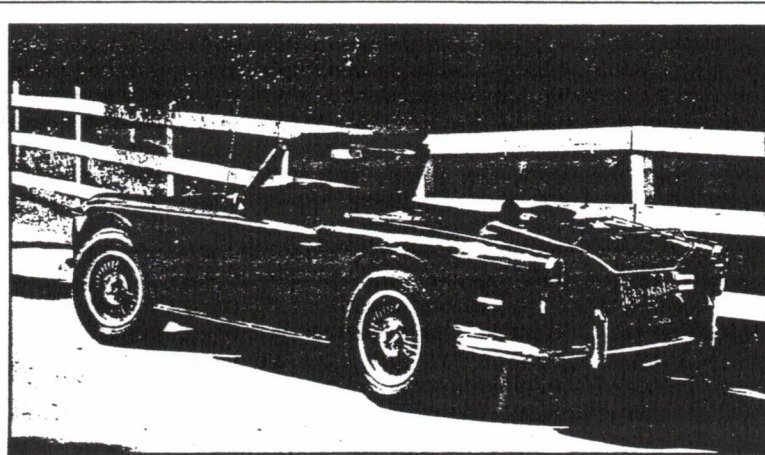
By that time, Triumph had already commissioned Karmann of Germany to work a restyle on the TR4, but this (the TR6) was not to come on stream until 1969. The 2.5-liter six planned for the new car, a derivative of a 2.0-liter that had done service in the GT6 fastback, sat ready and waiting, so perhaps Triumph saw no reason not to dump

it into the TR4. The engine swap was a fairly clean one, as it fit the TR4 engine bay with no major restructuring. The engine itself was a jewel: still an overhead valver (let's not progress *too* fast now) with a pair of sidedraft Strombergs putting out 111 gross hp. While this was only about five ponies more than the old four banger, torque was up a good 20 percent, at about 150 lb ft. Fortunately, all this came at a

sportscar-like use of "mag type" hubcaps, with wires remaining an extra cost option.

Discussion of pieces and parts is forgotten when the six is lit, the top is down and the sun is shining. The exhaust note is polished, almost Jaguar-like, and the powerband is much wider than the TR-250's four-cylinder contemporaries. We would guess 0-60 times in the mid-10-second range, but the torque keeps shifting to a minimum.

Too bad, because the transmission and its short, crisp shift action are an embarrassment to those in many of today's front-drivers. The clutch is hassle free, and braking is adequate if not inspiring. It's hard to really peg the handling: It's flat enough, though the balance is easily upset by mid-corner bumps and jolts. The steering is direct, though heavier than we expected. Perhaps this occurs due to slightly more weight over the front wheels, or maybe just the gentle aging of



It looks TR4-like, but the TR-250 sports its own six-cylinder excitement

MATTHEW L. STONE PHOTO

weight gain of only about five percent over the TR4's 2200 pounds. What the numbers don't reflect is the significant improvement in low-end grunt and overall smoothness. The straight-six was backed by Triumph's own four-speed full synchro box, and an overdrive was optional. Fortunately Triumph retained the independent rear suspension for all TR-250s, and brakes were disc front, drum rear.

The interior is classic '60s British roadster: cramped, drafty and put together with marginal materials. But the dash layout is so simple yet so effective it makes you wonder what all the noise is about CAD-CAM developed ergonomics: a full set of black and white Smiths gauges set in a flat wood fascia, all visible to the driver. Seats and some controls were upgraded over the TR4 bits, and it had the U.S. safety spec black plastic steering wheel. The only other noticeable appearance changes over the TR4 were "TR-250" badging, a horizontal paint stripe across the nose, and a most un-

our particular test car.

Why didn't they just call it the TR5? Well, they did—in Europe. That version was also equipped with mechanical fuel injection and put out 150 hp. Also, Michelotti had done a styling exercise called the TR5, which was making the international show rounds about the same time but never came close to production. Does the nomenclature make more sense now? Didn't think so.

The previously mentioned Karmann body update came out as the TR6 in 1969. It offered a freshened look with slightly longer overhangs and more comfort, but at the expense of a little more weight and ever decreasing performance until its final year of production, 1976. In just a few more years, Triumph (and MG) had vacated the sports car market entirely. Thus the TR-250 remained a one-year model in a lineage directly connected to the original TR2 of 1953. Today, it's a straight forward, fun-to-drive traditional British sports car with the bonus of smooth six-cylinder power. ■



The 60th Annual  
**SCOTTISH FESTIVAL**  
 Friday Evening  
 Saturday & Sunday  
 May 22, 23 & 24, 1992  
 Memorial Day Weekend — 9:00 a.m. to 5:00 p.m.



- MUSIC**
- Mass Pipe Bands
  - Drumming
  - Fiddling by World Champion Ailsa Fraser
  - Scottish Entertainer Alex Beaton, Folk Singer
  - Scottish Vocal & Musical Entertainment
- DANCING**
- Highland Fling
  - Sword Dance
  - Sean Truibhas
  - Jig
  - Sailor's Hornpipe
  - Reel
  - Royal Scottish Dancing
  - Scottish Country Dancing Workshop
- ATHLETICS**
- Caber Toss
  - Hammer Throw
  - 56 lb. Weight for Height
  - 56 lb. Weight for Distance
  - Soccer (Challenge Match)
  - Soccer (Five-a-Side)
  - Rugby
- FAMILY FUN**
- Border Collies Herding Sheep and Ducks
  - Children's Races
  - K-9 Police Dog Demonstrations
  - Rolls-Royce/Bentley Concourse
  - Military Band
  - Kilted Mile (Sunday Only)
  - Scottish Foods & Scottish Goods — Meat Pies, Bangers, Fish & Chips, Shortbread
  - 50 Scottish Clan Tents



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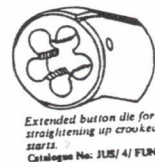
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 Catalogue No: 1/1345m

**For full depth of thread in holes drilled crooked then straightened**  
 Catalogue No: IF/R/V/1

**Here's the answer when you're not sure if you want a right or left hander**  
 Catalogue No: SCR/2x

**At last! FlexiTap. The answer to problems on flexi-taps!**  
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**Football tap for full threads in out of round holes**  
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Dual purpose tap with built in handle that doubles for repairing holes that are just slightly outside gauge limits.  
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This valuable work of reference comes from Mal Munro of the TR Register Australia, via Ken Gillanders, and was reprinted from "The Morgan Ear."

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**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

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

**FOR SALE:** 1977 TR7. 5 speed. Good Condition. Call Kae Rumbel at 984-9419.

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

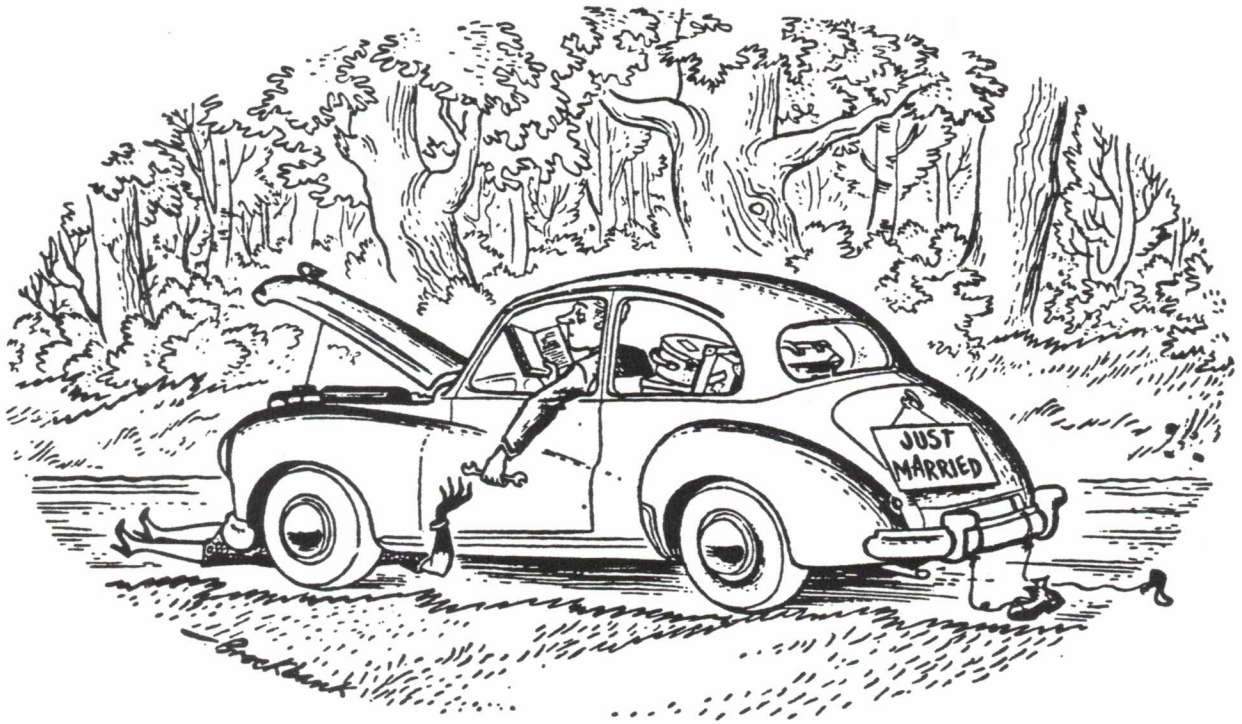
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Jane McIlhaney (805) 642-4441

**Regalia/Logo Design:**  
Don Greene (805) 652-0330

**Registration/Documentation:**  
Bob Klope (805) 653-7233

**Fund Raising/Finance:**  
Sally Samaniego (805) 644-4590





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Santa Paula, CA 93060

*Ken C. ...*  
+  
*ad*

Forward and Address Correction Requested