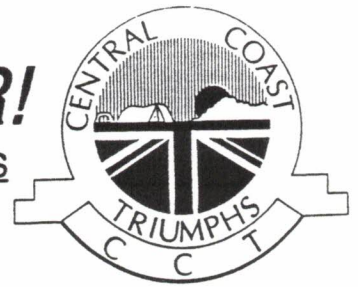


THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



Vol.10 No.3 C.C.T. WAS FORMED TEN YEARS AGO THIS MONTH March 1993

CALENDAR OF EVENTS

- | | |
|---------------------|--|
| MARCH 20 | Museum Tour and Lunch. More information inside. |
| MARCH 20 | Four hour Monte Carlo Beginners Rally. More information inside. |
| APRIL 3 | "Conejo Valley Rabbit Run" and "The Mad Hatter Tea Party". More information inside. |
| APRIL 4 | Foreign Motorcar Open Air Market. More information inside. |
| APRIL 6 | Monthly Meeting at Round Table Pizza, 4255 E. Main St., Ventura at 7:00 P.M. |
| APRIL 24 | Annual Hill Climb and Barbeque. More information later. |
| MAY 16 | Third Annual All British Car Meet in Ventura. NEW LOCATION! SEE INSIDE FOR MORE INFORMATION. |
| MAY 8 th | WARM UP Rally |
| MAY 28, 29, 30 | 61 st Annual Scottish Festival. More information inside. |
| JUNE 12 & 13 | Mystery Overnighter. More information later. |
| AUGUST 4 - 8 | VTR National Convention in Seattle, Washington. |
| AUGUST 13, 14, 15 | The Roadster Factory Summer Party. |
| AUGUST 28 | Moss Motors Triumph Marque Day. |
| SEPTEMBER 23 - 25 | Moss Motors British Car Festival. |
| OCTOBER 8 - 10 | Triumphfest 1993 in Sacramento. |

25th

PRESIDENT'S MESSAGE

Another issue and here I am typing out another President's Message on the computer. A lot has happened this last month and you can find quite a bit in this issue of the 'Hooter. Tom is doing a great job and now it's your turn to add in. I made a start for you by including a write up on the alternator conversion recently completed on our TR4A. It's been a month now and no problems have come about. (Knock on the wood veneer dashboard!) Watch next month, as I just completed a rebuild of the steering rack.

On Saturday the 20th, Ron Kibbe will have another of his famous brunch runs with a twist this time. We will be visiting a museum along the way so pack up your Triumph and get ready for a great day of touring and tasting. Also coming up is a brunch and rally being put on by the North's and Roger's. If it is in line with their famous Triumphest Rally Checkpoints, I think it will be a great time for all. Checkout the other events list herein.

The Ventura British Car Show is coming along with a new place to hold it! Darryl and Don have worked with the Ventura Unified School District for the field at Will Rogers School in Ventura. It is an ideal location as it is close to a busy street where passersby can see and come in. Great exposure to those not knowing about our car shows. Be sure to attend the next meeting to get more info on what you can do to help.

I'll give this to Tom now as he is sitting in my den watching NHRA drag racing on the tube as I struggle to get into another issue. I don't want to miss the Top Fuel dragsters. Have yet to see a 300 mph run.

See you at the next meeting at Round Table Pizza in Ventura!

HAPPY MOTORING !



EDITOR'S PLUG

Thanks for the article Bob. Sorry to inconvenience you by stopping by for your article. Maybe next time you can have some chips and soda waiting for me while I watch the races (just kidding)!

By now I hope you have received your newsletter on time and have found it chocked full of information (usefull and otherwise). As Bob mentioned, he has submitted a tech article in this newsletter which you will find elsewhere. Also you will find an article sent in by C. Darryl Struth on ignition systems. And Ron Rowland has written about the February Winery Tour and about the March meeting. I may have also stuck some other articles in elsewhere which hopefully I have given credit for.

I hope you enjoy this month's newsletter. I'll give it another try next month and see what happens.

THE CLEAR HOOTER!

MINUTES OF THE EATING MEETING.

3

As you all know, (but do not attend), we have our monthly social and business meeting at the Round Table Pizza place on Main St in Ventura. We have the use of a backroom with a very large screen and a projector TV.

When I arrived for the meeting Don had brought a tape of formula racing in Europe circa 1950's, (this was my era) and it was playing to a very rapt audience. These meetings are getting to be more interesting every month. You should try it. And if you have any interesting auto related tapes that you lend to the club, give Bob a call.

This month is an historical one, as our Club started in March 1983. I wonder how many of the original members are still members??.

Ron Kibbe has set up another of his runs. This time it is a bit of a mystery, he won't tell us anything except that we going to ahve lunch some where, and go to a museum somewhere else. The only thing that I know for sure is that we will be leaving Charley Browns parking lot at 10.30 SHARP. So BE THERE.

On May 16th we are having our 3rd Annual All British Car and Motor Cycle Show. And as usual we are going to need help. Especialy in the morning to wave the cars into there correct positions, take money at gate, and line up vendors and other related help. If we can get enough people, then each will only need to work a dhort time, so please give Bob a call and volunteer.

For those of you that like to see other people having fun racing their cars around a racetrack, you are in luck as on Mar. 14th and 15th at Willow Springs Vintage Auto Racing is on again. One day !!!!!!!!!!!!!.

Incidentaly, our noble leader has just announced, with justifiable pride, that he has just been accepted as a wino in a newly formed Wino Club. Congratulations.

April 24th is the day of the infamous Hill Climb that Don sets up, practices, and wins each year. One year we wnt up going forwards, then it was in reverse, but each time it was the slowest time that won. He now say's that it will be different this year, but won't say how different. You are just going to have to come and find out. More details later.

For those of you that are planning on going to the VTR in Seattle this coming year, I hope that you have your reservations made, and also are getting your car ready. There has been a very extensive itinery planned, and it seems to, me it will be an event that will be talked about for a long time.

There will be a caravan set up, the route is being planned now, and already there is a number of members who are planning to make the trek up to Washington in August.

The caravan will probably leave Ventura on Sunday for the sightseeing trip up in order to be in Seattle by the starting day which is on Wednesday.

CHARGE CHANGE: FROM LUCAS TO DELCO

Eight years ago, Lynn and I restored our '65 TR4A. One of the first problems we ran into was with the generator charging system. We replaced the voltage regulator three times and had the generator rebuilt twice and it still didn't work correctly. I then decided that an alternator was the way of having a decent charging system. Don't most cars these days use them? After running a Motorcraft and Lucas alternator, I have finally found a set up which works real well without the installation hassles. If you are having the same problems or would like to upgrade your charging system then follow along.

I selected a Delco alternator as found on late sixties/early seventies GM automobiles. It matches the units in our Nova and El Camino. These are very easy to come by and are relatively cheap. Be sure to verify the amperage output. Most Triumphs have a 30 amp guage in the dash. I installed a 37 amp alternator and it works fine. A 60 amp alternator will damage the amp guage and cause you a lot of grief. The output is stamped on the alternator case near the pulley end. You will also need a Delco voltage regulator along with various sizes of wires and wire terminals.

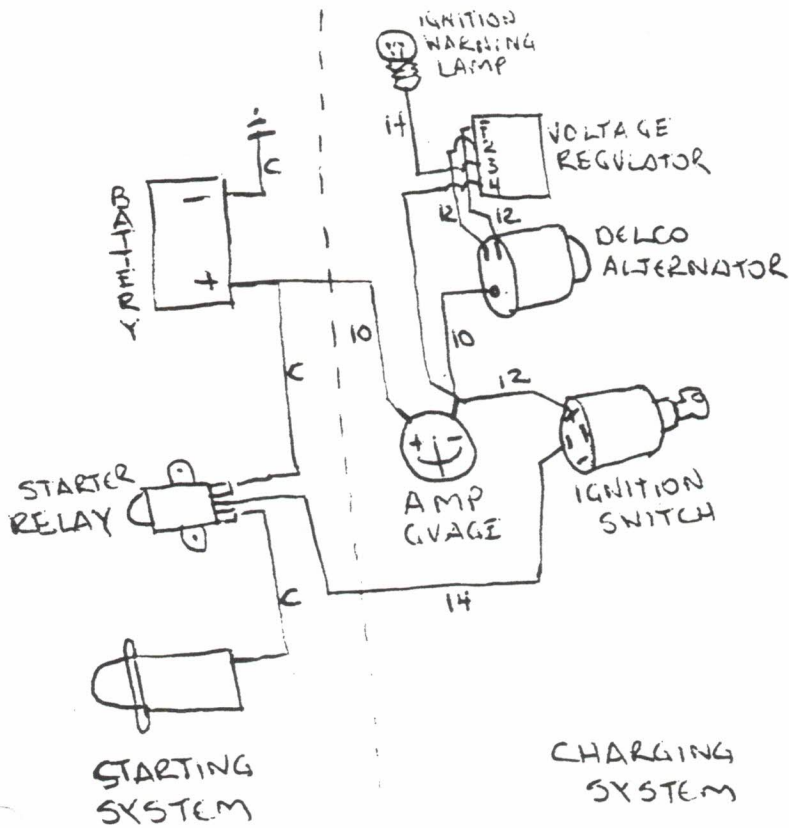
The first thing to do before working on any electrical system is to disconnect the negative wire from the battery so there will be no current in the electrical system. Now you can remove the existing generator and regulator by unplugging the wires and disassembling the brackets. Be sure to mark the wires on the voltage regulator as you will re-use some of them later. A wiring diagram of the car works real well here.

The Delco alternator will mount directly to the front plate of the engine much the same as the generator. You must remove the stud which held the front generator mount but leave the "U" shaped bracket which bolts to the engine block. The bolt holes go directly into the crankcase and if not plugged will cause a massive oil leak. Trust me on this as I've been there! The alternator has two mounting surfaces. A small tab and a long tube opposite each other. The end with the long tube will become the bottom mount and attach to the front plate where the generator originally was. While the small tab will be used to secure the top to the adjusting link for belt adjusting. It will be necessary to remove about 3/8 inch from the length of the long tube opposite the pulley end so the belt will align correctly with the other pulleys. After this, fabricate a new link or cut and weld your existing link to work the belt tensioning job. The only thing left with the alternator is to install the large belt pulley wheel. Take your old pulley and enlarge the hole to the appropriate size of the alternator's shaft. Don't worry about the Woodruff Key slot as the alternator doesn't use it.

Wiring the whole thing up is another matter. If you are not familiar with wiring, it would be best to give me a call for help. You could damage the electrical parts on the car or worse yet, start a fire.

The starting and charging systems on a Triumph are common to each other with respect to the wiring diagram. On a GM car they are separate. It will be necessary to move a few wires around so it will work properly.

(CONTINUED PAGE 6)

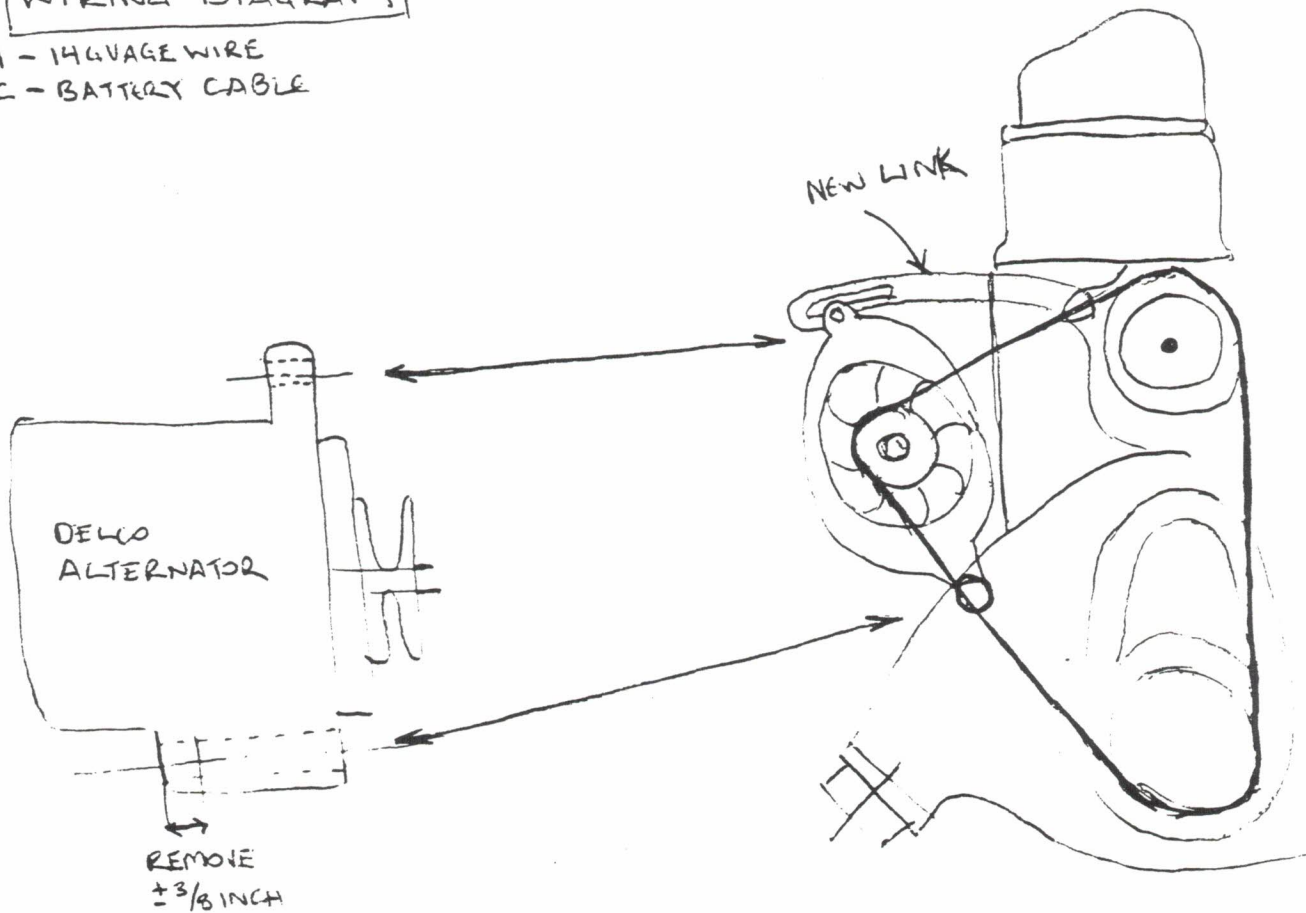


NOTES

- * ALTERNATOR CASE IS MARKED: "BAT" - FOR WIRE TO AMP GAUGE
- "F" + "S" FOR "F" AND "2" ON VOLTAGE REGULATOR RESPECTIVELY
- * USE PROPER GAUGE OF WIRING. TOO SMALL AND IT WILL OVER HEAT.
- * ALWAYS USE NYLOC NUTS ON MOUNTING BRACKETS

WIRING DIAGRAM

14 - 14 GAUGE WIRE
C - BATTERY CABLE



CHARGE CHANGE (CONT.)

Here's where the new wire and terminals come into play. Be sure to have a few 1/4 inch female wire terminals, some round end wire terminals and I like to use the plastic boots which fit over these for safety reasons. The Roadster Factory sells these at a good price. Get a bunch as you will probably need them for another project later on anyway. See the attached wiring diagram and pay attention to wire sizes. If it says to use a 10 gauge wire, do it. It is better to have larger wires than small ones to handle current.

Once wired you should hook up the negative cable of the battery and switch the ignition switch to "on". The red dash light should light. On firing up the engine, the red light should go out and a charge should be displayed on the amp gauge. If this is what you get, congratulations, you've done it!

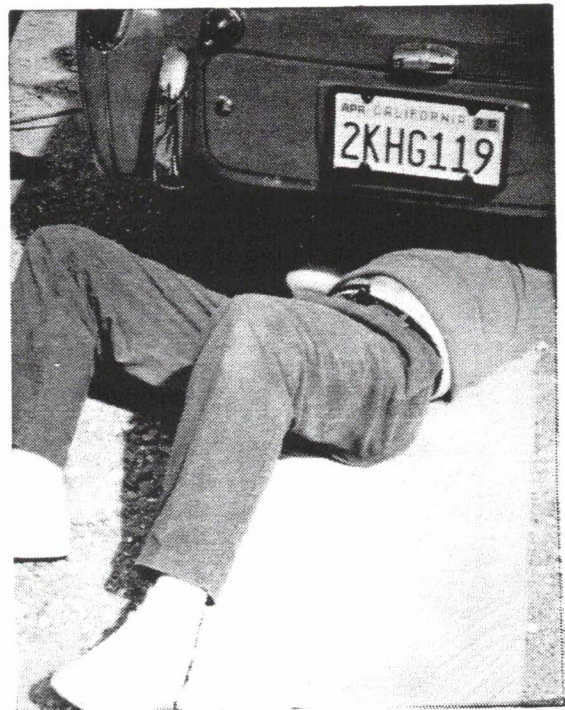
A few warnings about doing this conversion. Don't hook up the battery until you are sure the wires are in their correct place. Also, check your existing wiring for wires which might have worn insulation. A short like this could burn up your TR very quickly.

If you would like this conversion, but are mechanically inept, I'm sure I can work something out to get you rolling along in a positive (or negative) way.

BOB KLOPE

MARCH 20 MUSEUM TOUR AND LUNCH

Get ready for a fun and educational drive on Saturday March 20 when we will be going on a Mystery Museum and lunch tour. Ron Kibbe is putting this event together which will include a scenic drive, a visit to a local museum, and lunch at a restaurant. Ron has done a great job of putting together runs that are interesting and enjoyable. This one promises to maintain that high standard of excellence. We will be leaving from Charlie Brown's parking lot in Ventura at 10:00 A.M. and tour the backroads of Ventura County until we arrive at our destination. This will be a day of food for the mind and for the stomach!



DON HAD FUN ON THE WINE TOUR!



NEW LOCATION

CENTRAL COAST TRIUMPHS

present:

**THE 3RD ANNUAL
ALL BRITISH CAR SHOW
AND PARTS SWAP MEET
SUNDAY MAY 16, 1993**

Austin Healey



Jaguar



Continuing success has brought us to our 3rd Annual "ALL BRITISH" CAR SHOW AND SWAP MEET. So dust off your prized possession and join us, again, at the **WILL ROGERS SCHOOL**. All British Car Clubs will be invited. Bring a picnic lunch or enjoy the authentic British food provided by our vendors.

A portion of the proceeds will be donated to the Ventura Unified School District.

ADMISSION

\$10.00 per entry (not required to be in show condition, every car welcome). Peoples choice and best of Marque awards given.

\$10.00 per space to sell used parts or your old spare British car.

\$2.00 per person for the "walk-in" public.

\$25.00 Vendors: **Supply your own power**. Food, books, display etc., etc.

For information call Don Greene (805) 652-0330 or

C. Darryl Struth (805) 644-6211

GENERAL SHOW INFORMATION

Participants to arrive between 7 a.m. and 9 a.m. Spectator gates open from 10 a.m. to 4 p.m. Cars must remain in position until 4 p.m. "For sale" sign will be permitted. Late and Day of Show entries available, tickets at the gate.

NEW LOCATION -We have selected a more desirable setting this year, located at Will Rogers School on Thompson Blvd. 3 blocks east of Seaward Ave.

Tear here and mail bottom portion

ENTRY APPLICATION

Please check: EXIBITOR VENDOR VEHICLE FOR SALE SWAP MEET

OWNER _____ CLUB _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE: DAY (____) _____ - _____ EVE (____) _____ - _____

AUTOMOBILE INFORMATION

MAKE _____ BODY TYPE/MODEL _____ YEAR _____

COLOR: EXTERIOR _____ INTERIOR _____

NO. OF CYLINDERS _____ DISPLACEMENT _____

MODIFICATIONS (if any) _____

INTERESTING OR IMPORTANT FACTS/HISTORY OF YOUR CAR _____

Please attach information and picture if available.

Make check payable to: CENTRAL COAST TRIUMPHS

Send application to: Don Greene 1019 Pacific View Lane
Ventura, Ca. 93001 (805) 652-0330

or C. Darryl Struth 4279 DePaul Street
Ventura, Ca. 93003 (805) 644-6211

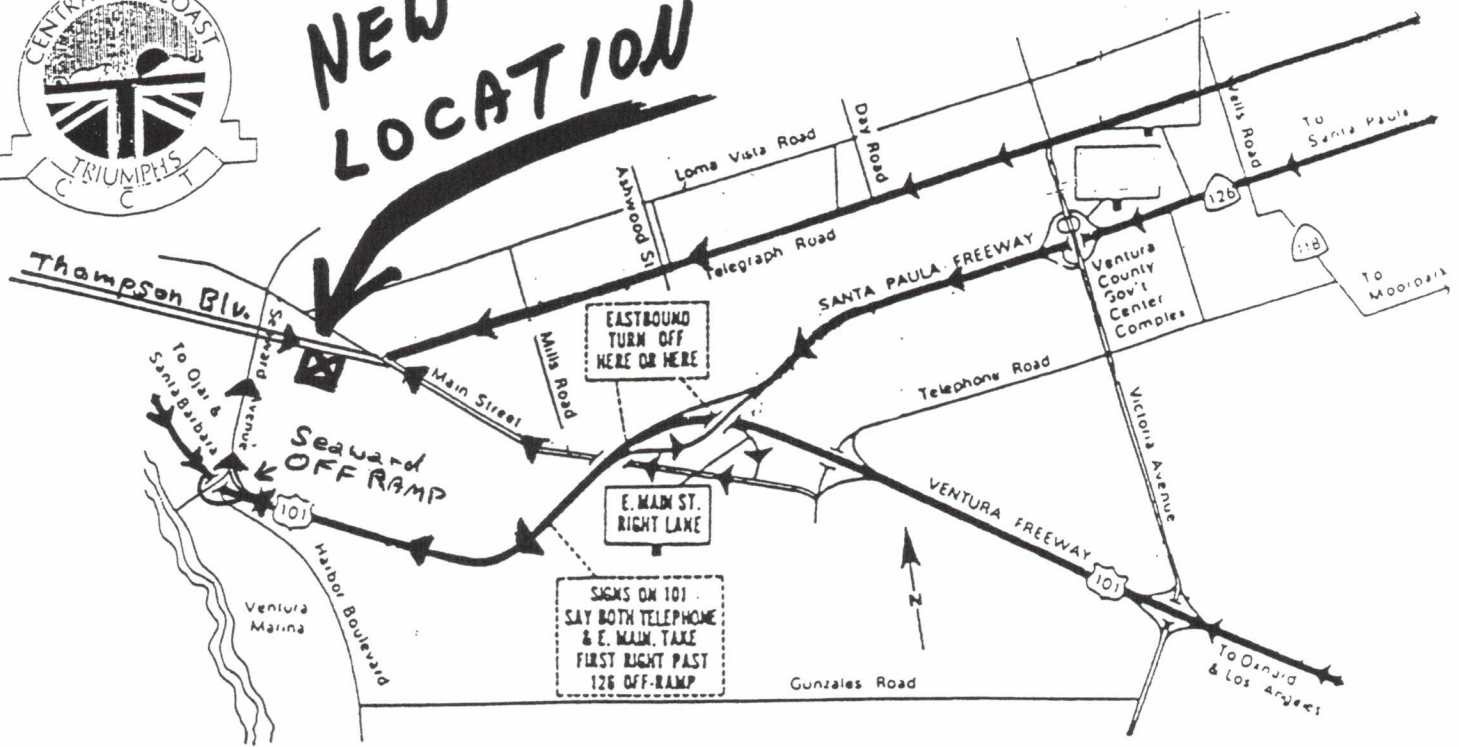
For additional information - please call Don or Darryl

Please read and sign on back





NEW LOCATION



DIRECTIONS: NEW LOCATION - WILL ROGERS SCHOOL. From north or south 101 freeway take Seaward off-ramp north to Thompson Blvd. Turn right three blocks. Corner of Thompson Blvd. and Howard St.

VENTURA UNIFIED SCHOOL DISTRICT



Entrant expressly agrees to accept all responsibility and liability for any loss or damage, from any cause whatsoever, to the vehicle identified in this agreement and agrees that neither Central Coast Triumphs, nor any of their directors, members, agents, representatives or Ventura Unified School District shall be liable for any loss, or damage to, said vehicle, its contents or any other property located in or about said vehicle, resulting from any cause whatsoever. This release of liability specifically includes losses caused by negligence, whether active or passive, Central Coast Triumphs or any of their agents, members or Ventura Unified School District. "Entrant agrees to indemnify, defend and hold harmless Central Coast Triumphs, their directors, members, agents and Ventura Unified School District from any and all liability, losses, damages, injuries and claims by any person arising out of the condition, location or operation of entrant's vehicle on or about the premises of Will Rogers School field, parking lot and building structures in connection with the Central Coast Triumphs British Car Show to which the application relates"

SIGNED _____ DATE _____

CENTRAL COAST TRIUMPHS AND OTHERS
PRESENT THE

"CONEJO VALLEY RABBIT RUN"
and
"THE MAD HATTER TEA PARTY"

Saturday, 3 April 1993

COME JOIN US FOR A FUN DAY OF ACTIVITIES STARTING WITH
BRUNCH AT:

BILL and CAROL ROGERS
926 Rawhide Place
Newbury Park, CA 91320
805/498-0846

10:00 AM

OTHER EVENTS OF THE DAY INCLUDE:

- o "The Conejo Valley Rabbit Run" (road rally and Easter Egg Hunt) Entry Fee: \$3.00
Clerk of the Course: Bill Rogers
(Hint: Read-up on Alice's famous tea party)
- o The Mad Hatter "Tea Party"
- o Easter Bonnet/Mad Hatter Hat Contest
(Wear your best Easter bonnet or your favorite Mad Hat)
- o BBQ Dinner hosted by MARILOU and HARVE NORTH
(Directions will be included in the Rally package)
- o Trophies awarded

*** PLEASE RSVP TO BILL AND CAROL ***

THE TOUR DE WINO.

The weathermen had been predicting possible showers for the day of our run, so when it turned out to be a beautiful day, we had fun, you who didn't go lost out.

When I arrived there were already two triumphs from TRSC waiting, and then cars seem to come from everywhere. Some of the TRSC crew went off to have breakfast and almost missed the start, but eventually off we went.

There were 29 cars of various marques caravanning down the freeway, getting the usual stares and waves from SOBs.

We all followed our leader the treasure lady Sally, up the San Marcos pass to Foothill, then going West to the infamous (meaning hard on suspension) San Marcos Road, picking up the pass later.

We stopped for a pit stop at the Coldsprings Tavern, and then it was off again on a well mapped route to the Parker winery. Fess was not there to greet us, but we bellied up to the bar anyway.

As we progressed we were picking up other cars that were meeting us on the way. By the time we arrived at the winery there were 37 cars consisting of:- 24 Triumphs including a 4 with a 5L mustang V8. 3 Morgans including a 1936 3 wheeler with a twin cylinder 1L water cooled Matchless engine.

We were told that he could actually cruise at a comfortable 55, but as the car was only about 4ft wide it was not what

I would call comfortable. But they were happy.

There was also 1 Sunbeam Tiger, 1 Morris Minor (guess who), and also 1 lone MG, yes thats right an MG. A pair of Jags, and 5 SOB"s rounded out the very impressivs turnout.

After the tasting we headed out again, this time to the Nojoque park for a picnic. This is the same park where we held our Christmas party. There was plenty of room. And after lunch many of us hiked our way up to the falls.

Don Green provided a roadside tech. session at the winery when he decided that the grinding and screeching that he had been hearing from his TR3's rearend was perhaps not normal. He found that he really should not economise so much and so put some oil in. This muted the noise considerably.

We were surprised at the beauty of these falls, they were at least 200 ft high. And this was not the fall in the air type of falls, but the water actually ran down the wall in much spray and mist creating a good backdrop for the many pictures taken that day.

We broke up at this point with cars going off in different directions, but many of us found ourselves back at Sally's place for a BBQ and a lots of conversation.

The BBQ was a great ending to a perfect days run. Many thanks to Sally for the hard work in setting up this run.

TECH TIPS

BACK TO THE BASICS - YOUR IGNITION SYSTEM

By Eric Wilhelm - Research & Development - Moss Motors
With contributions from David Edgar of La Mesa, CA.
(Reprinted from the Moss Motoring flyer)

The idea behind this article is to provide the basic information which workshop manuals often assume the professional mechanic to know; information for the beginner rather than for those who could write their own workshop manuals.

The most common comment from readers was to point out that many workshop manuals do not specify dwell angles, but only point gaps. I do apologize for overlooking this fact. If the point gap is accurately set, the dwell angle will automatically be within acceptable operational limits, if the distributor is in good mechanical condition.

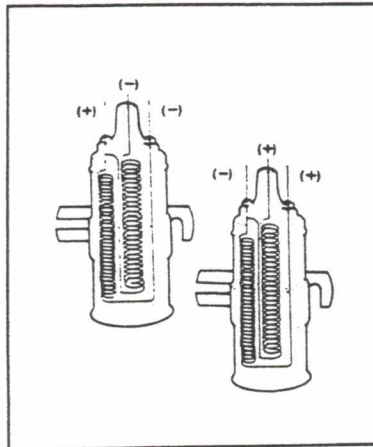
Generally, for point type distributors with no published dwell angle, look for a dwell angle of 60 degrees (plus or minus 3) on four cylinder engines, and 35 degrees (plus or minus 3) on six cylinder engines.

In this issue, we are reprinting two short articles which have appeared previously in Moss Motoring, which provide more interesting information related to ignition systems.

Coil Polarity

I was converting my older British car over from positive to negative ground when I came across the question of coil polarity. I discovered coil polarity is very much misunderstood. In researching it, I was very confused until I found out there are two definitions of coil polarity. I talked to three or four knowledgeable people on the subject and read several technical books and articles. Everything made sense in itself, but didn't jive together until I found out they were talking apples and oranges.

Definition #1 Coil Polarity (in relation to battery)



The polarity of the coil should match that of the battery by connecting it so (+) goes to (+) and (-) connects to (-). But don't worry about which way you install the battery (positive or negative ground) or which way you install the coil (regardless of coil markings) it will automatically adjust itself. The coil will work efficiently and put out the same voltage either way it is hooked up, but, the spark plugs are more sensitive when it comes to polarity, hence our second and more important definition.

Definition #2 Coil Polarity (in relation to spark plugs)

Coil polarity should be such so as to provide negative polarity to the spark plug's center electrode.

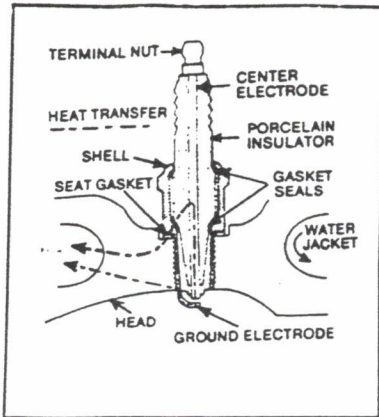
It has been found that it takes approximately 15% less voltage to form an arc at the plugs if the hotter center electrode is negative and the cooler (by comparison) ground electrode is positive. The center electrode is hotter, since heat transfer from the tip must make its

way through the porcelain insulator, past the sealing gaskets, to the shell, block, and then to the water jackets. The ground electrode heat just has to get from the shell, to the block, then water jackets.

If your center electrode is positive, your car will probably still run fine until (with its 15% handicap), it exceeds the coil output. If you live where temperatures dip down to 0° you may not get your car started. Driving with a full load and accelerating hard up a hill may cause an ignition miss. If your ignition system is well worn to where you have a lot of various voltage losses, you could get a miss. Correct coil polarity won't eliminate these problems, just put them off by 15%.

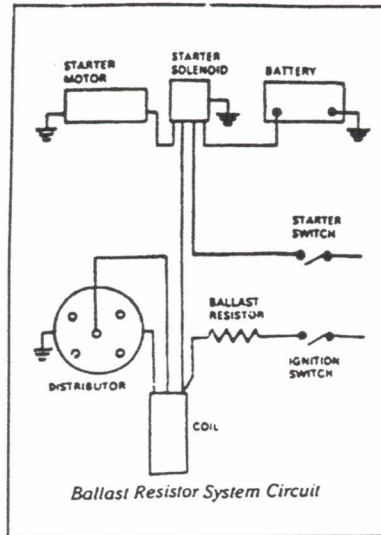
If your coil has (-) and (+) markings by the primary terminals you will be pretty safe by hooking it up by those marks, but test it for correct polarity anyway, using one of the tests listed further on. If your coil has CB and SW, or BAT and DIST markings, there is no way of telling if the coil was marked in relation for a positive or negative ground car, and the only sure way to tell if the coil is installed right is to test it out.

You test for correct polarity by hooking up a voltmeter with the negative lead to the plug terminal, which should be of negative polarity, and the positive lead to the block, which should be of positive polarity. Set the meter on the highest volt range. These connections remain the same whether you have a positive ground or negative ground electrical system. The secondary winding's polarity, which we are testing, is determined by the combined hookup of the battery and primary windings so it may or may not match the battery's ground.



Cranking the engine over (you don't have to start it) should show an upward swing of the voltmeter needle (don't be concerned with taking a reading). If the needle swings down off the scale, your coil is hooked up wrong. To correct, reverse coil primary leads. Do not worry about the coil markings (refer to definition #1).

If you don't have a voltmeter, test by removing a plug wire from a plug and hold a plain lead pencil point in the path of the arc. A flair (hard to



see) towards the plug shows correct polarity. while a flair towards the coil shows reversed polarity.

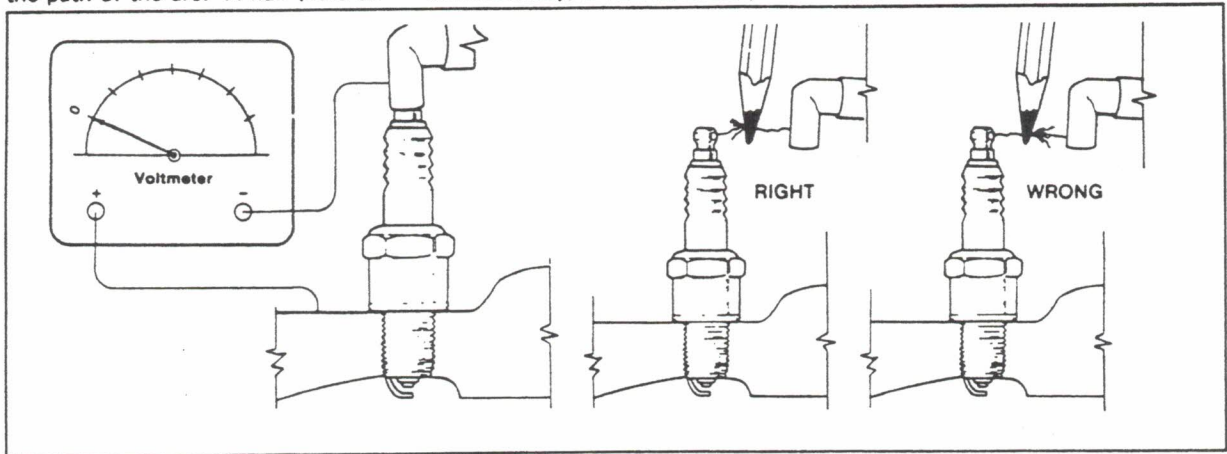
BALLAST RESISTOR IGNITION SYSTEMS

Conventional ignition coils suffer the disadvantage of being designed to operate best at about 12 volts. Unfortunately, a 12 volt battery

often produces as little as 7 volts when "run down" because of excess starter operation, especially in extreme cold. To produce optimum coil performance (and hence nice fat sparks at the spark plugs) under such adverse conditions, the "ballast resistor" or "ballasted coil" system was developed.

This system uses a coil which is designed to be most efficient at about 8 volts. For starting, full battery voltage is supplied! This makes this system as efficient at low battery voltage as a "conventional" coil is with the battery supplying a full 12 volts. (For any battery voltage above the coil's design voltage, it's even better - an "overboost" condition).

However, an eight volt coil cannot be run continuously at 12 volts without overheating and failing. As soon as the starter switch is released, the coil no longer receives full battery voltage. It is then powered through the ballast resistor which reduces the 12 volts (the generating system is now working) to the coil's design voltage.



SUBMITTED SUBMITTED BY C. DARRYL STRUTH

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MAZDA RX7 • DATSUN "Z" CARS

CLASSIFIEDS

FOR SALE: 1970 Rover 3500S, No engine, \$100. Call Bill Hopper at (805)687-9851.

WANTED: GT6 engine. Call Bill Hopper at (805)687-9851.

FOR SALE: 1968 Spitfire w/GT6 engine and interior, factory hardtop, runs well, needs soft top, tires, and T.L.C. \$2,500. Call Scott Bailey at (805)969-4339.

FOR SALE: 1969 MGB-GT, \$2,000 O.B.O. Original car w/300K miles. 100K on engine rebuild. Needs restoring. One owner last 20 years. Call Jeff Kimler at (805)524-4572.

FOR SALE: 1966 Spitfire MkII, 48K miles, second owner, new interior, hard and soft tops, restorable. Call Ray Ancil at (805)644-8385.

FOR SALE: 4 BRAND NEW 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.

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: Four new Michelin 185x15 redline tires, \$400.00. Call Jim Ziegler at (818) 592-0034 days or (818) 991-7658 eves.

FOR SALE: 1977 Spitfire. Race Car Only. Cannot be registered. Damaged Mazda engine, BMW rearend, slicks. 3 top time of days in slaloms. \$1,000 O.B.O. Call John Ehlers at (805)969-6478, or FAX at 969-1358

WANTED: TR4 or MGB. Call Jim Ziegler at (818) 592-0034 or (818)991-7658.

FREE: 1979 Spitfire body and frame. Complete but missing hood (bonnet). Also have Spitfire parts. Call John Soule at (818)882-7687.

FOR SALE: 1980 TR7 Spider Convertible. Black w/ '78 Buick V6 and Pontiac 275 rear end. Runs great. \$3,000. Call Ed Lynch at (805)933-1668.

FOR SALE: 1964 TR4. Disassembled but complete and many spares. Good project car. \$1,800 for everything. Call Tom German at (805)644-4565 day or (805)646-2130 after 6:00 P.M.

FOR SALE: 1973 TR6, New top and interior, new front tires, rear tires in good condition, luggage rack, royal blue with black interior. \$4,500 or reasonable offer. Call Ron Kibbe at (805)933-2206.

FOR SALE: Two TR-7's. One good with almost complete parts car. One engine blueprinted and ready to go. Second engine needs carbs rebuilt. Call Jim Conrad at (805)492-9795.

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 Round Table Pizza, 4255 E. Main St., Ventura. For more information contact any one of the following or write to the club address.

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Vice President:
David McIlhane (805) 642-4441

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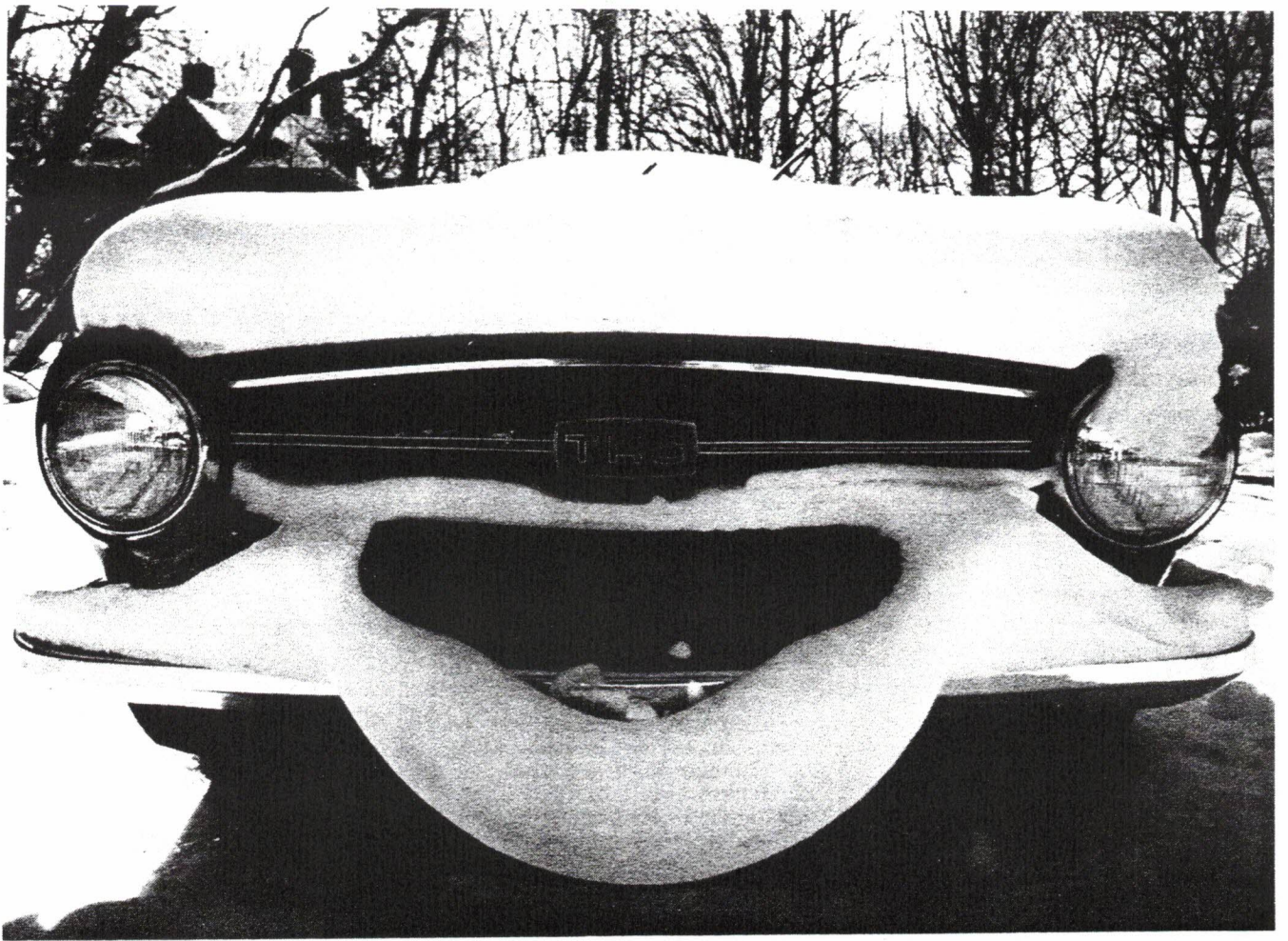
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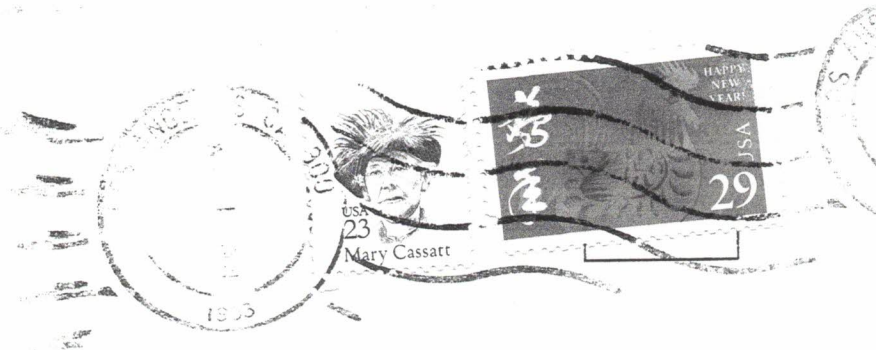
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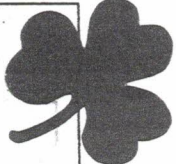


Central Coast Triumphs
317 Hall Road
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