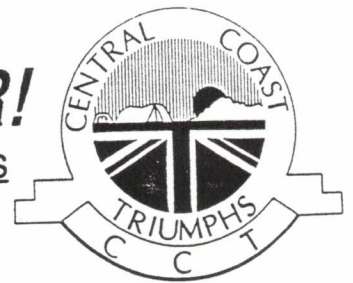


THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



Vol.10 No.4

April 1993

CALENDAR OF EVENTS

APRIL 24

Annual Hill Climb and Barbecue. More information inside.

MAY 8

The Great San Francisco Warmup Rallye. More information inside.

MAY 16

Third Annual All British Car Meet in Ventura. NEW LOCATION! SEE INSIDE FOR MORE INFORMATION.

MAY 28, 29, 30

61st Annual Scottish Festival. Get in free with a British car on the 29th. More information inside.

★ JUNE 5

Topless Mooning Run. More information inside.

JUNE 5 & 6

V.A.R.A. Racing at Willow Springs.

JULY 3 & 4

V.A.R.A. Racing at Willow Springs. Triumph/MG Challenge. Get 1/2 hour of track time for \$25.00 on Saturday.

JULY 17

Jay Leno Garage Tour. THIS EVENT IS FULL! A waiting list is being taken for cancellations.

AUGUST 4 - 8

VTR National Convention in Seattle, Washington.

AUGUST 13, 14, 15

The Roadster Factory Summer Party.

AUGUST 21 & 22

Monterey Historic Races. Featured Car: Miller.

AUGUST 28

Moss Motors Triumph Marque Day.

SEPTEMBER 23 - 25

Moss Motors British Car Festival.

OCTOBER 8 - 10

Triumphest 1993 in Sacramento.

PRESIDENT'S MESSAGE

Thanks for reading another edition of Tom's Gazette. He does a great job doesn't he. Next time you see him, give him a pat on the back for a job well done. He's even a darn good rally navigator (read more elsewhere).

It's now April and the calendar is getting full! Be sure to get out to a few events while you can. If you missed Ron Kibbe's tour last month, you missed a great one. Thanks for the great day Ron!

We had a great turnout at the meeting last Tuesday night. Good to see you folks could make it. We discussed quite a few of the upcoming activities and if you didn't make it you can check out the times and dates elsewhere in this newsletter.

I have been in touch with the Santa Maria Inn to set up an overnighner. I thought a good time would be the weekend Moss Motors has their British Car festival in September. If you would like to set up a room let me know. The more we get signed up, the less it will cost. Right now we are looking at about \$75.00 for the night plus a dinner banquet. All clubs are invited to join us. It would be a great way to spend the night on a great British car weekend.

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

HAPPY MOTORING !



EDITORIAL RAMBLINGS

Well it is time for another newsletter (or past due for a newsletter if I ever get this one out). Anyway I just want to remind you once again (in case you don't already know) that we have a lot of events coming up.

On April 24 is the 4th Annual Clutch Burning Hill Climb and BBQ Feast being hosted once again by Don Greene

On May 8 there is the Great San Francisco Warm Up Rallye which is put on by the Santa Barbara Sports Car Club. This is a 6 hour rally and starts at the corner of Hollister Ave. and Aero Camino in Goleta. Registration opens at 1:00 P.M. and the first car departs at 4:01 P.M. The entry fee is \$20.00. These are always good rallies.

On May 16 is our 3rd Annual All British Car and Motorcycle Show in Ventura. We hope you can attend to help out and show your car.

On May 29 is the Scottish Highland Games at the Orange County Fairgrounds.

If you have any questions on these events feel free to call me at (805)933-3684. I'll gladly give you additional information or a telephone number of someone who can.

-Tom-

485
642
6761

MEETING MINUTES

We had a very good attendance at our April meeting. A total of 25 people showed up, and judging by the laughter and the noise of the conversation, all were enjoying themselves.

Our Treasure Lady reported that we had about \$5,000 in the club kitty. No, no parties!!!!

Don't forget the Annual Hill Climb up to Don's house. We don't know the rules for this year yet, but you can be sure that Don has tested them. A note to the wise. Try to make sure that you arrive BEFORE Bob Klope. He is dripping so much oil from his 4A that we may have to spread sand. Also, the Morgans are coming.

Darryl is looking for 22 roadsters to carry students around the field at the half time of a high school football game. Give him a call. Who knows, maybe you will get the Princess!!

If you are looking for something different to see, you should try the Highland Games. It has been said us Englishmen are crazy, but we don't throw around telephone poles, or walk with a 150 lb. weight in each hand. All this while wearing a skirt. Anyway it's on Saturday, May 29, and you can get in free if you drive a British car that day. All this and I don't know where it is, call Tom. (Editor's note: The ad for this event was in last months newsletter. It is at the Orange County Fairgrounds in Costa Mesa)

V.A.R.A. races at Willow Springs are on June 5th & 6th. And on July 3rd & 4th there is the Triumph/MG challenge. Also being the 4th of July there is a BBQ and fireworks. But the neat part is that during the lunch break you

have some track time for up to 1/2 hour for about \$25. Such a deal, you too can be a Ricky Racer for a short time.

VTR Nationals, Aug. 4th - 8th. Are you going?? There is a further incentive to go. They are setting up a tour and BBQ and a stay with a family in Portland. Then caravan in to the hotel on Wed. Aug. 4th. Jon Korbin is setting up a caravan so give him a call for more info. at (818)345-6264.

In the week following the nationals, there is a number of 1, 2, & 3 day tours around the mountains and back roads of Oregon. So why not make this a vacation to remember. Go up with the caravan and stay for a week or so.

The Moss Motors Triumph Marque Day is Aug. 28th. This is the same day as the Monterey Historical Races (Editor's Note: CORRECTION: THE MONTEREY HISTORICAL RACES ARE ON AUGUST 20 - 22 SO YOU CAN GO TO BOTH EVENTS!). The Miller is the featured car. No Darryl, NOT THE BEER. It's a car.

Also Moss is putting on a 45th anniversary bash on a ranch in the Santa Ynez Valley Sept. 23rd - 25th. They will have games - tours - BBQ - rallies - car show. It has been suggested that we make it an overnighter. More as it develops.

We are trying to set up a tech inspection for the cars that are going up to Seattle. It will be sometime in June (?). You will hopefully have your car up on a rack to do a safety inspection. It would be better to find the problem here rather than wait until you are on the road.

R.R.

STEERING RACK REBUILD

How about another tech article? You are probably wondering why there has been a sudden addition of tech articles in the newsletter from me. I'm not trying to improve on my typing speed, I could write long hand faster than my hunt-and-peck typing method. I am just getting the TR4A ready for Seattle in August and thought I would share what I'm doing. Last month we discussed an alternator conversion. This month I'll bore you through a rebuild of the steering rack just completed last weekend. This will be a benefit for TR4-TR6 people as the steering rack is common throughout.

Let's start off with why I rebuilt the steering rack. I drive the freeway everyday and really hate those grooves cut in the pavement to prevent hydroplaning during rain storms. These grooves will also accentuate any shortcomings in your front end. For the past few years I have known that the outer bushing on the rack was worn and that there was play in the right side ball pin housing. It was time to do something about it. The best part of it all was that I only needed a new bush as everything else had been replaced previously. Let's get down to business....

Start by removing the road wheels from the front of the car. This gives access to the tie rod ends. Be sure to block the frame of the car appropriately. Remember...Safety First! Now disconnect the tie rods from the tie rod lever. I accomplished this by loosening the nut on the tapered shaft and splitting with a tie rod pickle fork. I reused the same tie rod ends so was very careful not to cut the rubber grease boots. Next remove the steering link by the steering rack. I had to loosen the steering shaft near the firewall to

gain movement of the shaft. All that is left now is to remove the rack-to-frame mounts and the rack will slide out either side.

You now have this greasy ugly thing next to your work bench staring at a steering rack on the work bench. To disassemble the rack remove the tie rod ends by loosening the jam nuts and spinning them off the rack. Be sure to count the number of revolutions so when the rack is assembled the toe setting will be fairly close. Remove the rubber boots so you can get at the ball pin housing. the entire housing can be remove from the shaft as a unit by backing off on the jam nut. Next remove the circlip where the steering shaft connects and remove the pinion with all accompanying hardware. This will allow the shaft to be removed from the housing. You now have a disassembled rack. Let's put it back together again.

First important note is to replace all worn pieces including the rubber boots. Number two is to use plenty of lubricant on all moving parts. I drove out the old bush on the right side of the rack tube and drifted in a new one. Lubricated it with plenty of wheel bearing grease and inserted a well lubricated steering rack. Reassemble the pinion again using plenty of grease. The ball pin housings should have no play whatsoever. Remove the housing and lubricate. Reassemble with proper shims so that there is a small amount of resistance. These can then be mounted on the rack with appropriate jam nuts. Be sure to use the locking tab washers so that the unit will not come apart later on. Cover these up with the rubber boots to keep everything clean. Replace the tie rods ends with new if yours show any signs of wear. Remember the proper number of turns

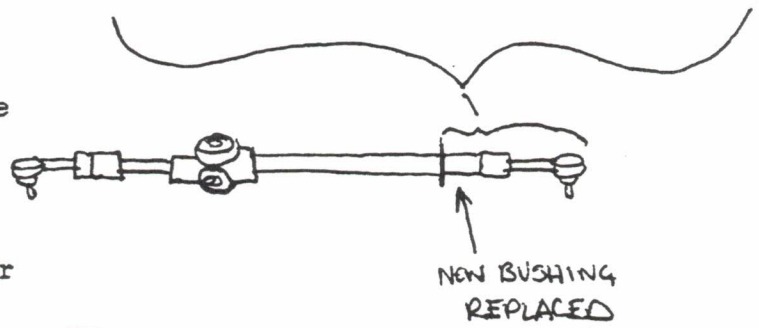
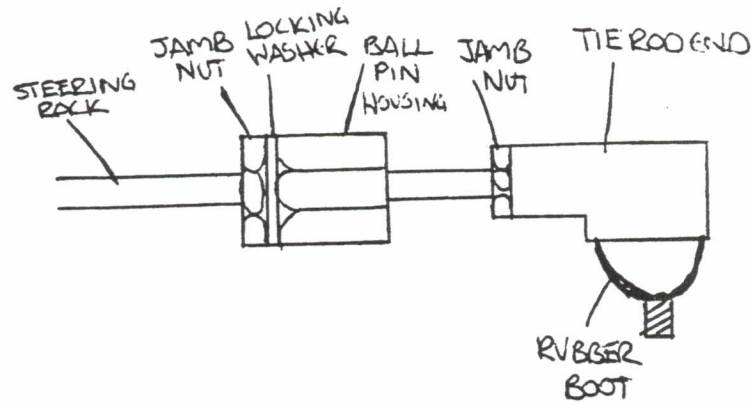
for proper alignment. Installation of the rack on the car is the reverse of removal.

Now for some upgrades. The lower steering column is a large rubber bush on the TR4 and TR4A's. On the TR250 and TR6 the factory replaced it with a u-joint. I replaced the bush with a u-joint from a TR6 for more positive steering feel. I also replace the rubber rack mounts with Moss's aluminum block mounts. This setup locks the rack to the frame and creates more positive steering. The only drawback is the increase in road feel through the steering wheel. I can live with that.

I hope this explains a way for you to complete some work on your TR. Be sure to inspect everything before you start so you can get the required parts before you tear it down. It took me a Friday evening to remove the rack and about 5 hours on Saturday to finish it off.

Good luck on the project, I'll see you at the alignment shop!

Bob



STEERING RACK WITH BOOTS REMOVED

CONEJO VALLEY RABBIT RUN - 3 APRIL 1993

SEQ	ENTRY NO.	DRIVER	NAVIGATOR	CAR MAKE	MODEL	FINISHED	SCORE & POSTION
1	14	J. TRAUTMANN	TRAUTMANN	TRIUMPH	TR-250	10	30
2	4	N. ODUM	R. ODUM	SOB		6	38
3	5	T. CL'ARK	B. HASKELL	TOYOTA	COROLLA	1	40
4	6	R. ROWLAND	L. ROWLAND	DATSON		7	42
5	1	A. GAYER	S. GAYER	JAGUAR	XJS	2	42
6	7	L. KLOPE	R. KLOPE	TRIUMPH	TR-4	4	44
7	15	B. BASTOW	C. BASTOW	A-H	SPRITE	14	47
8	11	M. LODAWER	K. GILANDERS	TRIUMPH	TR-8	8	50
9	16	D. SCHAEFFER	L. SCHAEFFER	VOLVO		13	54
10	12	L. HEDDEN	P. HEDDEN	SOB		5	62
11	3	R. KIBBE	C. KIBBE	MORRIS	MINOR	3	64
12	2	T. MUCCITELLI	D. DUCAN	AH	100-6	9	72
13	9	D. BUTKOWPKI	L. CLARK	MG	MIDGET	15	77
14	8	P. HIGHT	E. HIGHT	VW	CORRADO	12	79
15	10	D. GREEN	S. RATY	PORSCHE		912	82
16	17	J. KIDWELL	P. KIDWELL	SOB-1		16	

V.I.R.T. COLD IN "SPRING THAW"!

Last Saturday night the Village Idiot Racing Team was out in force again. You mean you've never heard of us? We're a small band of British car nuts who enjoy using our cars for the betterment of personal satisfaction. VIRT, as it is more commonly called, was developed a few years back late in the afternoon of a slalom racing day. It was decided that the maniacs who thrash their British cars around the cones should band together under a common flag. Distinguished member Frank McClaine, of Morgan +4 fame, donated the name before departing our world (for Texas that is). We conceived an idea that anyone who owns a British car and likes to drive them can be an unofficial member of an unofficial team. This team will compete in British cars only and will strive to beat the pants off drivers of other less fortunate marques in slaloms, rallies, hillclimbs and anything else that could get us praise and adoration from our peers.

Thus it was that Tom Culbertson and this intrepid writer attended Into-The-Night rally team's "Spring Thaw" Monte Carlo rally last Saturday night in Woodland Hills. Reeling from our sound personal victory of a 0.06 minute error on last November's 6 hour rally, we were ready to prove it was not a fluke of mother nature but pure unadulterated skill which got us where we were that night (deep in the bowls of the San Fernando Valley). After registering and receiving our out time of 6:08pm we sat down to a careful study of the route instructions. "Gee Tom, seems to be an awful lot of course controls tonight." "I don't know Bob, could present a problem." Last thing we needed to worry about. 6:08 comes and were off for checkpoint 1 off of Santa Susana Pass Road. Easy

straightforward leg and we creep in with a .01 early error. Not bad, takes a leg to get the timing down perfect. Off to catch the first of seven course controls which will be found throughout the night. Have you ever experienced brake fade before? Mountain roads reek havoc on your brakes and by the time we got to the Simi Valley the brake pedal felt like I was pressing on a sponge. Freeway miles cleared that up as we motored to the west side of Moorpark for leg two.

Course controls are designed to take you off the beaten path so you can get more screwed up than if it was a straight shot to the checkpoint. In this rally it was discovered that they were used to let the course workers leapfrog over the rallyists to man several checkpoints in the same evening. "Gee Tom, wasn't that guy working checkpoint one?" We blasted across the Simi Valley on Hwy 118 (IE: kept up with traffic) and arrived at checkpoint two to find we were ten minutes early with 50 yards to go. We swung into our side-of-the-road creep routine only this time it was uphill. As the smoke started coming from under the car we decided to ignore the last ten yards in order to save the clutch. We really stunk up that checkpoint! Got a 1:48 early. Off to checkpoint three in Fillmore.

Our options were not too clear as to where checkpoint three actually was. We figured on two likely places and picked up a couple of course controls on the way over. The idea on this leg was to attend the standoff point for legs 5 & 6 before entering the inmarker for 3. We forgot and wondered why there was so much time to burn off. We headed into the most likely spot for inmarker 3 to find it wasn't there. This left option 2 and we were already behind

EAST-WEST HIGH SCHOOL FOOTBALL GAME CCT HALFTIME PARADE

On Saturday June 12, 1993 the Ventura Downtown Lions Club will be honoring 22 high school students who excel in areas other than athletics. In this era of gangs and drug involvement, there are many students who contribute a great deal to their community, and they deserve to have their accomplishments recognized. Each school represented in the football game has nominated a student who is involved in community activities. They need **22 roadsters**, for the halftime parade, to drive the students around the track. Each student will be introduced and their contributions will be acknowledged. They will each receive a certificate commemorating their nomination and one student will be selected as the "Ventura County All Star Student" to receive an extra award.

Lt. Steve Bowman of the Ventura PD, who is also a member of the Downtown Lions Club, has contacted me for our support. It would be a good idea if we reciprocate as he has helped us out with numerous club activities including the upcoming Ventura All British Car and Cycle Meet. This will be a night game at Larrabee Stadium in Ventura on Saturday June 12th. There will be a bar-b-que for all participants at Claudia's (one of our newest members) house starting at 4 p.m. More details to follow. I need a firm committment guaranteeing that we will have 22 roadsters for this event. Please contact me as soon as possible.

call Sally

Thank you,

C. Darryl Struth
C. Darryl Struth

TOPLESS MOONING ON A SATURDAY NIGHT

English roadsters were made for top-down cruising in the moonlight!

On Saturday, June 5th, there will be a full moon, and a bunch of Triumph "loonies" will be out and about in the San Gabriel Mountains.

The moon-struck madness will start at 4:30 PM, with an evening barbecue/potluck at the White House in Palmdale. Then, as the sun goes down and the moon comes up, we'll head out for a moonlit grand tour of the high desert and San Gabriel Mountains.

Weary "moonies" will be welcome to spend the night at the White House; just bring sleeping bags! (A continental breakfast will served.)

Please RSVP by May 29th:

Dick and Lucy White
37709 Duffel St.
Palmdale, CA 93552
Phone (805)272-0219

P.S. Don't let an overcast near the coast stop you; it's usually clear out in the desert!

The United Scottish Society of Southern California
Presents the 61ST ANNUAL

SCOTTISH FESTIVAL

Orange County Fairgrounds • Costa Mesa

Friday, Saturday & Sunday
28th, 29th & 30th MAY 1993
9:00 A.M. to 5:00 P.M. (SAT. & SUN. ONLY!)

One Day Admission
Adults: \$10.00 • Seniors/Students: \$8.00 • Children 12 & Under: \$1.00

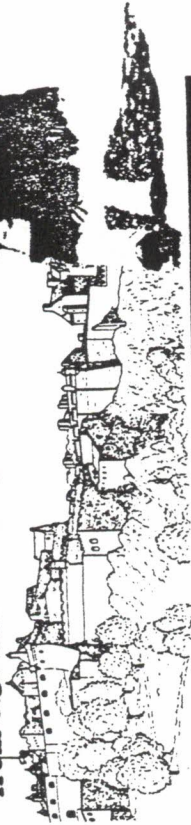
Two Days Admission
Adults: \$15.00 • Seniors/Students: \$12.00 • Children 12 & Under: \$2.00

- The Pageantry of The Pipers & Drummers on Parade (Both Days)
- Fiddling & Scottish Folk Songs
- Drum Majors — Darts Tournament — Sheep Dogs
- Highland Dancing & Scottish Country Dancing
- Traditional Scottish Athletics — Arm Wrestling
- Dozens of Clan Tents — Where You Can Trace Your Heritage
- Scottish Food & Imports, Shopping
- Vintage British Motors Cars

FREE Parking
Orange Coast College

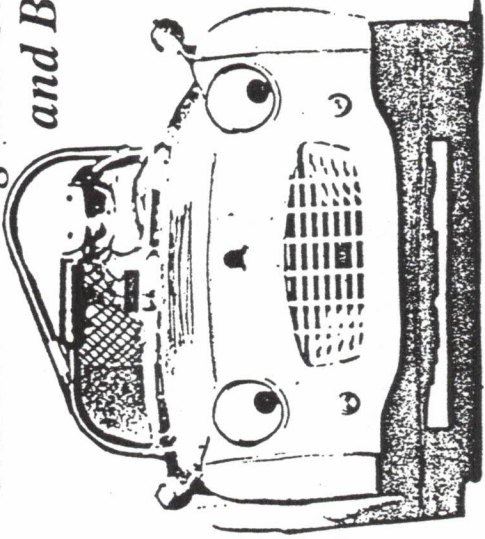


FREE SHUTTLE ALL DAY
from 8:30 a.m. to 6:30 p.m.



FOR MORE INFORMATION CALL: (310) 370-9887

Central Coast Triumphs cordially invite you to
the 4th annual
**Clutch Burning Hill Climb
and BBQ Feast**

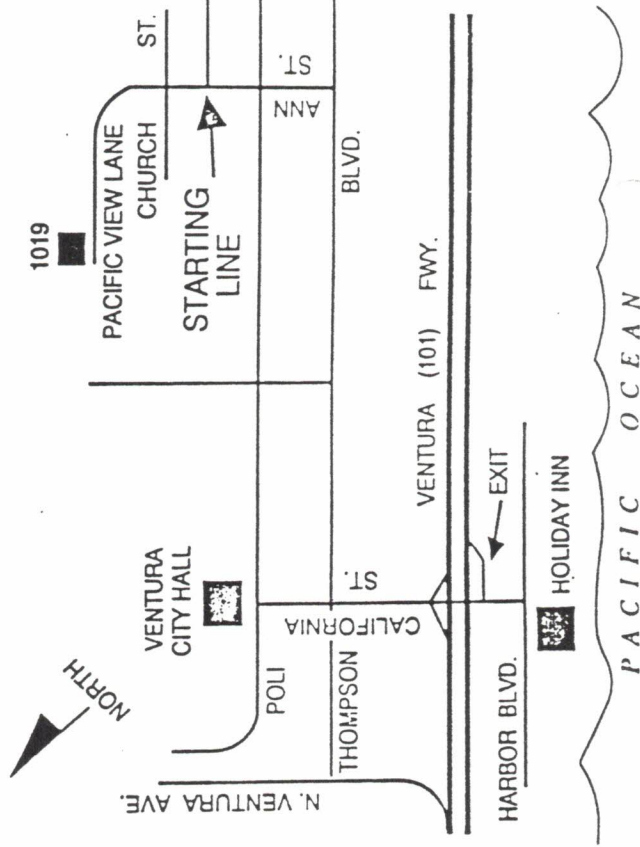


Saturday, April 24

Hill Climb start: 1:00 PM. BBQ Feast: 3:00 PM.

Dust off those prized possessions and join us for food, fun, prizes and surprises at Don Greene's Estate: 1019 Pacific View Lane in Ventura.

PLEASE R.S.V.P. to Don Greene at (805) 652-0330



in time. With the pedal to the floor we passed rallyists like they were standing still until we made the inmarker. Took a 5 minute maximum late penalty for that one. Live and learn I guess.

On the road again for Santa Paula and a gas break. They allotted ten minutes for this and since we were already down by five we made a quick stop and made up the time, then out South Mountain Road for inmarker four. South Mountain Road is fairly long and since we didn't know precisely where the inmarker was, we relied on the old rule of: "always expect it at the farthest possible point". Sure enough, it was there and we breezed in for our first 0.00 of the evening. Sure felt good as we made our way towards Fillmore again until we realized we had forgotten standoff 5/6. A quick run into town and the standoff was no where to be found. They even gave an exact mileage for it. We blasted back across the river and arrived about 2 minutes late but it didn't matter because if you miss the standoff, you max the leg. That reads: "5 minute max for leg 5".

Off to checkpoint six. The instructions said leg six was on a road east of interstate 5 and north of Magic Mountain Parkway. You must enter heading toward I-5. On the map that meant one of about twenty possible roads. Obviously there were further instructions at the standoff where we found nobody around. One last course control was picked up and we had about two minutes to locate the inmarker. Since we missed the Standoff back in Fillmore we automatically bought ourselves a 5 minute max so headed to the finish in Valencia.

Upon turning in our score cards we discussed the standoff 5/6 problem with the rallymaster and

found out the standoff was shut down immediately after the last car was scheduled to arrive and the crew leapfrogged to inmarker six. Thus leaving nothing there for the poor souls like us who made the mistake of trying to pick it up later. Now I'm not one of those chronic complainers so I thanked the guy for a good rally and returned to my table to grovel in my pizza.

All in all it was an interesting experience. I have rallied a lot with the Santa Barbara Sports Car Club and after twenty plus years of holding rallies you can really see they have their act together. This was one of those humbling rally experiences. The TR4A ran flawlessly this time around. Since last November I have added the Delco alternator, removed the front muffler and rebuilt the steering rack. Additional improvements were to interior lighting so Tom could read the computer more easily.

Watch out for the VIRT's in May because on the 8th is a 6 hour warm up rally for SBSCC's Great San Francisco Rally. It will start in Goleta and I encourage anyone who is interested in this type of rallying to give me a call so I can set you up beforehand. See you at the inmarker!



THE CONEJO VALLEY RABBIT RUN

My association and pleasure with motor vehicles go back to my very early days when I used to ride between my parents on their Brough motorcycle. We traveled all over England like this until my sister was born and then my Father got civilised and traded in his beloved Brough for a 1936 Morris Minor.

Our travels filled my memory bank with wild and wonderful events. My first driving lesson at 9, my first traffic stop at about 11, (my father and I talked ourselves out of that problem.)

Why this maudlin meandering down memory lane???. Well last Sunday Lorraine and I threw caution to the wind and went on the Rogers/North First Annual Scare the Driver Confound the Navigator Rally. They called it the Conejo Valley Rabbit Run, but it was based on Alice in Wonderland. Before it was over I thought we were in Never Never land.

We arrived at the Rogers house where 48 people were having a grand old time eating, talking, lying about how good their cars were. After about 2 hrs of this we heard our instructions. They consisted of the fact that we would have numbers and we would go out in order at 2 min. intervals, and the instructions would be given to us at the start.

We got our instructions as we left and Lorraine was busy trying to read them and still give me directions. They were very sneaky, there were 38 questions to answer on the way. Such as 'what was the time of worship at a church' of course

we were long past the church before we read the question. And to make it worse, some questions were NOT to answered and we punished for answering them.

We followed some roads that were so narrow that they were only one lane, but through the most beautiful country but we were so busy that we did not get time to sightsee.

We wound up going through the mountains, along the ocean, across Camarillo, Santa Rosa, Thousand Oaks, Moorpark, also on back roads and freeway.

We eventually arrived at the Norths house, (48 people left the Rogers, but 52 people arrived??) where we watched a video of the run, had a fantastic BBQ, and all watched as the drivers arrived. It was strange as they all came in on a big high. Laughing and talking about the run, of things that they had missed and of the close calls that they had. Everybody had one thing to say in common. When is the next one.

There were trophies, of course, for the winners. Also a crazy hat contest for men and women.

This run was the most fun filled 70 miles, almost 3hr pleasure trip that I can ever recall and has been added to my memory bank as a trip to remember. If you were one of the many that decided not to come.....you missed a beaut...!!

Thankyou all.

THE TRIUMPH STUG

I ran across an ad the other day in one of those weekly publications which advertises cars. I'm sure that you're familiar with them. Whenever I pick up one of these I always look for a Triumph or whatever other make of British car someone may have for sale inside. To my surprise there was an ad for a Triumph Stug.

The Stug was a very rare car indeed as I am sure you have probably never heard of one. In fact you would probably be inclined to think that the name is just a typographical error in spelling the name Stag. Not so! I decided to do some research on the Stug.

In 1969 Triumph Motor Company introduced the TR6. This car maintained the frame, engine, and other components of its predecessor the TR250 (and TR5). As you may recall the body of the TR6 was designed by Karmann, the same people who designed the Volkswagen Karmann Ghia. The people at Triumph were so happy with the TR6 that they decided that another joint effort with Karmann would produce a car of equal success. This time it was decided that Karmann would design the mechanicals and Triumph would decide upon the body style. This seemed only fair and correct to the people at Triumph although a bit of a challenge for the people at Karmann who designed automobile bodies and not the stuff underneath them.

Triumph decided to use the new Stag body for this joint effort. Their instructions to Karmann were to "provide a powerplant that would be both economical and spirited". Karmann having designed the Volkswagen Ghia and convertible Beetle bodies drew upon Volkswagen engineers for help in designing the powerplant. The result was the Karmann V8 Air Cooled Engine.

The Karmann V8 Air Cooled Engine, or KV8ACE as it is known (today called the CAVEAT ACE), is very simply the standard VW opposing 4 cylinder engine with 4 extra cylinders. The V does not stand for the V slant of the cylinders but rather for VERTICAL. Thus the cylinders still oppose each other but are oriented in a vertical rather than horizontal position (Triumph insisted on still having a V8 and believed this was an adequate compromise). Karmann had originally intended for the engine to be in the front of the car but a management decision moved it to the rear. The reasoning was that with the engine being crammed into the rear it would be more difficult to service and repair and thus allow the dealers to charge more for maintenance. Thus the new car would be very difficult to work on (it is necessary to remove the engine to set the timing and remove the upper spark plugs) but would make up for that deficiency in lots of trunk space. Power was delivered to the rear axle with the standard VW transaxle design with a 4 speed transmission standard and an automatic stick shift optional.

Naming this new car was quite another story. Triumph had originally planned to name the car the Stag 2 while Karmann wanted the Staghia. Neither company liked the others name so they thought of others. Triumph suggested Hare but Karmann notified them that Volkswagen had plans for a car with a similar name in the near future. Karmann thought up the name Reich and how it could be promoted as the "Reich car at the Reich time!" Triumph protested that a car of this name would never sell in the free world or anywhere else for that matter. Finally after much of this back and forth brainstorming the janitor who was mopping the floor around these great thinkers said in "Why don' ye take th' firs', two let'ers o' Stag, S - T, an' the las' two let'ers o' Bug (short for Beetle), U - G, an' combine the two o' 'em toget'er? S - T - U - G, STUG!" Silence filled the room and then a deafening cheer for the janitor who was later promoted to oversee quality control of the first TR7's. The Stug was born!

The Stug saw limited production. Fifty cars were originally built and delivered in 1972. Of these probably only a handful still survive to this day. Most cars were lost to traffic accidents where the car was rear ended. The main problem with the Stug (besides the name) was electrical malfunction. Triumph kept the Lucas wiring for the body while Karmann used Bosch for the ignition. With this combination the car either never ran or when it did it never had any lights. The electrical systems were plagued with battling each other and it was not unusual to see a Stug at night alternating between driving down the road with the lights off and stopped with the lights on. The best time to drive the car was on a clear sunny day between dawn and dusk, with the air conditioner off, lights off, and the brake lights disconnected.

If you find one of these cars check for rear end damage and for the original KV8ACE under the hood (bonnet?, boot?, trunk?). Also check that the correct Lucas and Bosch wiring is still in place. If everything is as it should be, do not attempt to start the car. If everything is fine it probably has never been started. And remember: CAVEAT EMPTOR!



FOREIGN AUTO PARTS



OF VENTURA
1795 #105 S. VICTORIA AVE.
(K-MART SHOPPING CENTER)
805-642-3269



DOMESTIC CAR PARTS AVAILABLE
SERVING VENTURA SINCE 1976

DISCOUNTS AVAILABLE TO CLUB MEMBERS

COMPLETE LUCAS-GIRLING LINE
CASTROL - BOSCH - KYB

BENTLY MANUALS - ALLISON IGNITIONS



C. DARRYL STRUTH
FLEET MANAGER

22 YEARS WITH
R. E. BARBER FORD
3440 E. Main St.
Ventura, CA 93003
(805) 656-3673 - Office
(805) 644-6211 - Home



5% DISCOUNT TO ALL CLUB MEMBERS!

PACIFIC MOTORBOOKS
LITERATURE FOR AUTOMOBILES AND
CLASSIC MOTORCYCLES AT A DISCOUNT

1880 EAST MAIN STREET
VENTURA, CALIFORNIA 93001
805-641-9545

ALAN COHEN

JOSH COHEN

"The Auto Shoppe"

1452 CALLENS ROAD
VENTURA, CA 93003
(805) 644-4565

SPECIALIZING IN BRITISH
AND DOMESTIC AUTOMOBILES

BILL R. TURLEY

**SPORTS IMPORTS
OF VENTURA**

Member, Central Coast Triumphs
10% Discount on Parts to CCT Members
3787 TRANSPORT ST. UNIT G
VENTURA, CA 93003
MIKE ORMSBY
(805) 654-0555

SPORTS CAR SERVICE IS
OUR ONLY BUSINESS
BY MIKE ORMSBY
(IN VENTURA SINCE 1962)
PARTS AND SERVICE
REPAIRS AND RESTORATION
MG - ALL MODELS • JAGUAR XK
TRIUMPH • AUSTIN HEALEY
MAZDA RX7 • DATSUN "Z" CARS

CLASSIFIEDS

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.

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.

WANTED: TR7/TR8/ROVER 5 Speed Transmission. Please call Bill Hopper at (805)687-9851.

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.

WANTED: Left front and right rear fenders for TR4/4A/250. Call Tom at (805)933-3684.

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.

BOARD MEMBERS

President:
Bob Klope (805) 653-7233

Vice President:
David McIlhane (805) 642-4441

Treasurer:
Sally Samaniego (805) 644-4590

Secretary:
Ron Rowland (805) 492-2308

Membership Chairman:
Ron Kibbe (805) 933-2206

VOLUNTARY POSITIONS

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

CAN YOU SPOT A TRIUMPH?



SUBMITTED BY RON KIBBE

*Central Coast Triumphs
317 Hall Road
Santa Paula, CA 93060*

FIRST CLASS

Check your mailing label for membership expiration date!

MAR94
RON & CARMEN KIBBE
862 YALE ST.
SANTA PAULA
CA 93060

Forward and Address Correction Requested