

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



Vol. 10 No. 5 & 6

SPECIAL DOUBLE ISSUE!*

May/June 1993

CALENDAR OF EVENTS

JUNE 12

East-West High School Football Game
Halftime Parade. WE NEED A DEFINITE
COMMITMENT OF 22 CARS FOR THIS EVENT!
MORE INFORMATION INSIDE!

JUNE 27

Annual Literature Faire and Exchange
at Pasadena City College, Hill Ave.
and Colorado Blvd. Open from 6 A.M. -
3 P.M.

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 6

Monthly Meeting at Round Table Pizza,
4255 E. Main St., Ventura at 7:00 P.M.

JULY 17

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

JULY 24

Monte Carlo Rallye. Call Bob Klope
for more information.

JULY 27

Monthly Meeting at Round Table Pizza,
4255 E. Main St., Ventura at 7:00 P.M.
Yes on July 27 because of everyone
going to Seattle the following week!

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.
More information inside.

OCTOBER 8 - 10

Triumphest 1993 in Sacramento.

*In other words it's late and I'm making up for last month!

PRESIDENT'S MESSAGE

I see you have received another issue of the CCT newsletter and are anxious to dig into those great articles. And wouldn't you know it, you get stuck with my article first!

We have a big show coming up this Sunday and I hope you are planning to bring the British auto out for the day. Lynn and I will not be making it this year as my cousin in Texas is getting married Saturday. She wouldn't listen to us when we tried to get her to change the date. What a snob! Anyway, have a great day without us.

I have recently picked up our club windsheild stickers!!! These are full color stickers which attached to the underside of your window. They are \$5.00 each and we need to sell a few to break even. Be sure to pick some up for those other cars in your household to show your club colors.

Tom and I recently attended another rally and did quite well this time. I'll try to get an article to him for this newsletter. Ron Kibbe and Tom Crawford also ran in Ron's Toyota wagon. We all had a learning experience and look forward to another.

Be sure to plan your activities around the calendar of events listed elsewhere. There are a lot of fun events coming up you can't miss. I'd like to see you attend.

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

HAPPY MOTORING !

EDITORIAL RAMBLINGS

If you just read Bob's article it might sound a little outdated, and it is. But it's not his fault. This newsletter is late. You'll have to pardon me for its tardiness but I just couldn't get it out to you last month. This newsletter takes a lot of time to complete and when you're lacking time this is what happens. Getting my car ready for the All British Meet was the main reason this newsletter is late.

I was working on the front end and I did manage to complete the job so I could drive it to the show. I wrote an article about the repairs for this newsletter. I also had many other things going on so something had to give. Sorry for the delay but that's life.

Anyway, enough of that. There are a lot of things going on in the club, check the calendar of events. Please make it with your car to the June 12 Halftime Parade. We have promised to have 22 cars there to drive around the track. This is a worthwhile event for everyone. Call C. Darryl Struth at (805)644-6211 for more information.

Bob Klope has discovered a magazine called Grassroots Motorsports. It is a magazine devoted to amature motorsports: Autocrossing, Time Trials, Pro Solo, Vintage Racing, Hillclimbing, Road Rallying, Pro Rallying, Road Racing and Ice Racing. The May/June issue has a feature on Triumphs. It's a good magazine for people who like to compete but don't have tons of money.

Both the June issue of British Car and the latest Moss Motoring have articles on long distance touring with your British car. You may want to check out these articles before you drive to Seattle or Sacramento this year.

THE FOURTH ANNUAL "CLUTCH BURNING HILL CLIMB"

The Fourth Annual "Clutch Burning Hill Climb" took place on April 24, 1993. Members present included David and Margaret Kilpatrick with their TR6, Denise Butkowski with her MG Midget, C. Darryl Struth and Claudia Diebolt with her MG Midget, Bob Klope with his TR4A, Tom Culbertson with his TR 250, Sally Samaniego, Bill and Carol Rogers, Ron and Lorraine Rowland, and our hosts Don Greene and friend Susan with his plethora of fine automobiles. This year Don had in store not only the climb up the hill but also a series of other events to entertain and test the skills of the willing participants.

The hill climb was the first event but before doing it everyone had to grab a bag and don a mask and headgear. Yes, this year we had to climb the hill without the help of our sense of sight. Instead, Don was the navigator for everyone driving up the hill. It is just as well that we could not see because Don had some awful bizarre contraptions for us to wear on our heads. Among these were an Olive Oil mask, a rabbit mask, and a Goldilocks wig. After climbing the hill blindfolded, we were then required to throw a bean bag at a target on the ground, again while blindfolded, from the drivers seat. After everyone had completed these events we then moved on to more.

Although it was a bright sunny day, those of us involved in

these events were in the dark a lot. That is because every event we did was blindfolded. Following the hill climb and bean bag toss we participated in a "Pin the Badge on the TR3" contest. This was followed by an egg toss which is difficult enough when you can see, much less while blindfolded. Needless to say, some eggs gave their all for this event.

After the the last egg was tossed and the driveway hosed down we then participated in our favorite event, EATING! Don and his friend Susan had made some wonderful barbecued tri-tip sandwiches and some great salads to go with them. And for dessert there were some decadent brownies and other chocolate morsels to round off our already bulging stomachs.

With our belly's full Don announced the winner of this years hill climb. With an amazingly slow time up the hill, an accurate bean bag toss, and successfully throwing and catching an egg without it breaking, the winner was Tom Culbertson. His name will be inscribed on a brass plate which will be attached to the perpetual "Clutch Burning Hill Climb" plaque.

We all had a blast at this event and look forward to next year and what Don may have planned for us. All I know is to be prepared for anything!

MEETING MINUTES

If you are taking the time to read this report of our monthly meeting, but have never attended one, I feel that you should try and come and join us. These meetings are not just dry talking of business etc, but are also a social event, its a very pleasant way to spend an evening with friends. Please come.

I have been kidding with our Exalted Leader for some time now about his symbol of authority, his gavel. However I am stumped, what can you say about a person that gavels down 18 people from a full, loud conversations down to silence with a paper plate, and make it work. Wino club maybe?????????

We had some discussion regarding a new supply of caps with our logo, so they will be available soon. I think that we should all be proud of our club and show the colors.

Our Treasure Lady says that we "have \$5500, and falling rapidly" end of report.!!!!

Sunday May 16th is almost upon us and our 3rd annual All British Car Show is about to open. We are hoping for a good show of our members, it's embarrassing when the MG's outnumber us. Don & Darryl still will need help directing cars, or at the entrance. If you can help please see either one of them as soon as you arrive.

And talking of Darryl, he still needs more cars for the High school half time parade. This is also helpful to us as we

need the school grounds for various functions like the car show coming up and any help that we can give them makes it easier for us to use their grounds. I would like to see somebody set up a gymkhana some time, this will of course need the school parking lot. Please give Darryl a call at 644-6211 and volunteer your car

There will be a caravan down to the Highland Games on May 19th. Leave C.B. parking lot at 7 AM, will stop at Rancho Rd. and 101 in Thousand Oaks on the way down. Be there.

And a reminder, if you would like to join the caravan up to the VTR nationals, give John Korbin a call.

The Moss British Car Festival sounds as if it might just turn out to be a fun event. Bob is arranging a stay at Santa Maria Inn for the Saturday nite, complete with our own personal banquet room. Then drive back on Sunday morning for the close of the show.

Moss is promising fireworks and a BBQ. If you are interested give Bob a call and join us for a different type of weekend.

Oh yes, fireworks and BBQ. The July 3-4 Vara TR/MG challenge at Willow Springs is also having this kind of festivities. Also for \$20 you can spend your lunch time on the track. Don't be a Walter Mitty, DO IT.

JUNE MEETING MINUTES

President Bob Klope gaveled the meeting to order at 7:33 on the evening of June 1, 1993 at Round Table Pizza in Ventura. We had a good crowd and even had some new faces there along with the old.

Treasurer Sally Samaniego started out by informing everyone that the treasury now contains approximately \$6,300. The All British Meet netted us after all expenses approximately \$1,500. We all agreed to donate \$500 to the Ventura Unified School District.

Speaking of the All British Meet we had a great turn out of cars and motorcycles. There were around 120 cars and more than 30 bikes. There was also a very large number of walk-ins to the show. Many thanks to all who came and to those who helped work the event. It look like we'll be doing it again next year.

Another past event was last weekends Scottish Highland Games. Caravaning to the games were Jack and Sally Samaniego, Claudia Diebolt and C. Darryl Struth, Tom and Teri Crawford, and myself. There was a large number of British cars of many different marques. I showed a video of the games at the end of the meeting.

Future events discussed included V.A.R.A. Vintage Racing at Willow Springs on June 5 & 6, and the Topless Mooning run with the T.R.S.C. on June 5. Also discussed is the upcoming East/West High School Football Game Half Time Parade on June 12. There will be a Barbecue at 4:00 P.M. at Claudia Diebolt's house before the game. WE NEED 22 CARS FOR THIS EVENT!! PLEASE CALL C. DARRYL STRUTH AT (805)644-6211 AND VOLUNTEER FOR THIS EVENT!! On July 3 & 4 V.A.R.A. is holding a TR/MG Challenge at Willow Springs. This should be a BIG and FUN event. There will be a Monte

Carlo Rallye on July 24. Call Bob Klope for more information. Our August meeting will be held on July 27 due to the fact that many members will be on their way to the VTR Nationals when our meeting would be regularly scheduled. The VTR Nationals will run from August 4 - 8 in Seattle, Washington. Caravans are being formed for the trip up and back. The next newsletter will have more information. Moss Motors Triumph Marque Day is August 28. Plans for this event will be made at the next two meetings. September 23 -25 is the Moss British Car Festival. We have received information on this which is included in this newsletter.

In the open forum segment of the meeting there was a suggestion that the newsletter be published once every two months with a calendar of events every month in order to give the editor a life. This was over-ruled so you will be getting this newsletter every month, hopefully. Bob Klope discussed the work he has done on his car and I discussed the work I did on mine (read my article in this newsletter). We also have lots of regalia to sell - AT COST on most of it! Contact Sally Samaniego. Marty Lodawer of the TRSC attended with copies of their latest publication, Technical Talk Vol. 3 Performance Preparation. This book is chocked full of information. See the ad for it and other publications of the TRSC in this newsletter.

Bob adjourned the meeting at around 8:15 P.M. and a raffle was held. Jack and Sally Samaniego won a set of stone guards for their headlights and Bob Klope won a keychain.

See you at the next meeting on July 6.

V.I.R.T. RUNS G.S.F.RALLYE

Village Idiots strike again!! This time Tom and I had the pleasure of Ron Kibbe and Tom Crawford's company. Tom and I ran the 4A and Tom and Ron ran in Ron's Toyota wagon. True to form, the Village Idiot Racing Team was not disappointed as this was a great rally. We met at my house on Saturday afternoon and headed up to Goleta for the Santa Barbara Sports Car Club's Great San Francisco Rally Warm Up. This was to be a 6 hour rallye for the course workers to get their act together before the big rally at the end of this month. We all jumped at the chance to get some more practical experience.

We arrived at the start and had lunch before registering. Seems no one there wanted to be the first car so it took awhile to get going. We received our route maps and instructions after paying the fee. First thing we do is quickly check over the maps to see what general direction the rally would take us and to our surprise it was all over the Santa Ynez Valley. After several years of club wine tours we know the area like the back of our hands. This should be easy! Right?

Leg one took us out of Goleta and through the back of Santa Barbara for a run up Gibraltar Road to East Camino Cielo. I knew this road was bad since the last rains because Sally didn't want to use it on the last Wine Tour. Now I see why! We bombed along the road at 30-40 mph dodging pot holes and errant Cobras to our first inmarker. Trying to judge the location was tough as we couldn't see too far on the windy road. We hit this inmarker for the first zero of the evening. After leaving we were still headed toward Hwy 154 but took a detour down Painted Cave Road to pick up a standoff point which we would be using later that evening.

Leg two took us along Hwy 154 towards Solvang. We knew we were behind time when traffic backed up behind two tour buses going 40 mph when we should have been doing 55. Cutting off of 154 at Armour Ranch Rd took us to inmarker two. We found our route to the inmarker was a large loop backwards over the roads we had already been on to catch it from a different angle. Being behind time we stood on it and came in with a .01 early. It was really strange to come up over the rise and see the inmarker with Tom and Ron creeping over the hose. Especially when they were supposed to be behind us!

Off to leg three up by Firestone Winery. Here we go again with a big loop from standoff to get to the inmarker. We knew exactly where the inmarker was and were able to plan our route perfectly for another zero. Off to leg four.

I guess the rally during Triumphest used Drum Canyon Road to get from Hwy 246 to 101. Too bad I couldn't go on that rally because we used that same road for leg four. After cruising up 101 to Los Alamos, we turned off and headed out Drum Canyon. We found that there were no signs in Los Alamos to tell us where the road was and after spending some time trying to figure it out, we became late. The Triumph really flew up that mountain as we tried to make up the time. A quick stop to check in at the standoff and we were barreling down the canyon towards the inmarker. While trying to pay attention to the road, Tom was reading off our time. When the clock hit zero there was no inmarker and we were doing 75! It felt as if the car were floating across the tops of the bumps as we rounded the corner in view of

the inmarker. Squealing tires stopped us just past the timing car and we had to back up to get our time. After receiving our timing slip it was off for leg five in a hurry. Took at 1.79 minute late on that one. Ouch!

Leg five and six were back up on East Camino Cielo and we had a long drive to get there. Standoff for five was under the bridge on Stagecoach Rd. Dusk was upon us as we passed Cold Springs Tavern and headed up the hill. The route to take was over the summit on 154 and then up Painted Cave Road to E. Camino Cielo. Didn't we do this three hours ago? We made the drive up the very windy road and rolled into inmarker five with the third zero of the evening.

Now it was a matter of heading down the mountain back to Goleta for inmarker six. Remember, three hours before we passed through the standoff where Tom got a good fix on where the inmarker was to be on Cathedral Oaks Blvd. Good thing he did because we made all the stoplights and came up on the inmarker exactly where Tom said it would be! Another zero for the VIRT team!

We met up with Tom and Ron at the restaurant to tell our war stories while they tabulated the results. I'll let Ron tell his story but Tom and I rolled in with a 1.79 minute total error for this 5 hour rally. In regular class, which Tom and I run, the winning time was 0.01. If only we could have zeroed leg four!

It was a great rally and at times very challenging. The CHP was out in force on 101 and 154 which caused us to hit the high speeds on the two lane country roads. Some rallyists didn't and did get caught. The poor Triumph suffered from bug gut fever as when I took a look at her the next day there were a zillion bugs splattered all over the front of the car.

Next up is a 6 hour rallye on July 24th starting and ending in the Valencia area. They say it will be easy for the novices. We hope you can join us and run with the VIRT team! See you at the inmarker!

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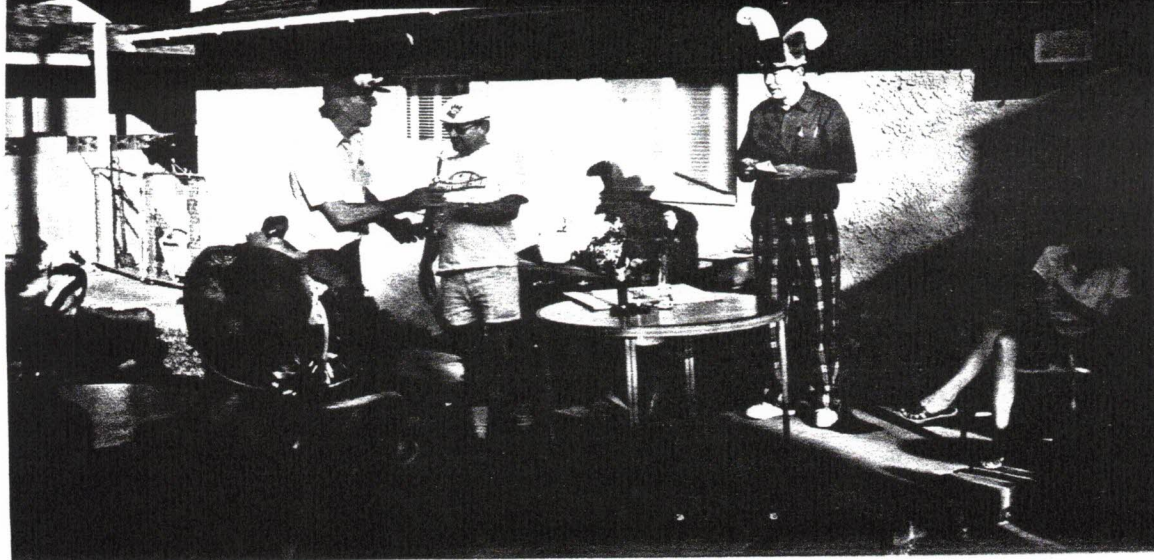
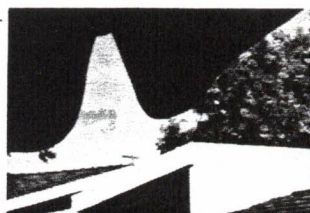
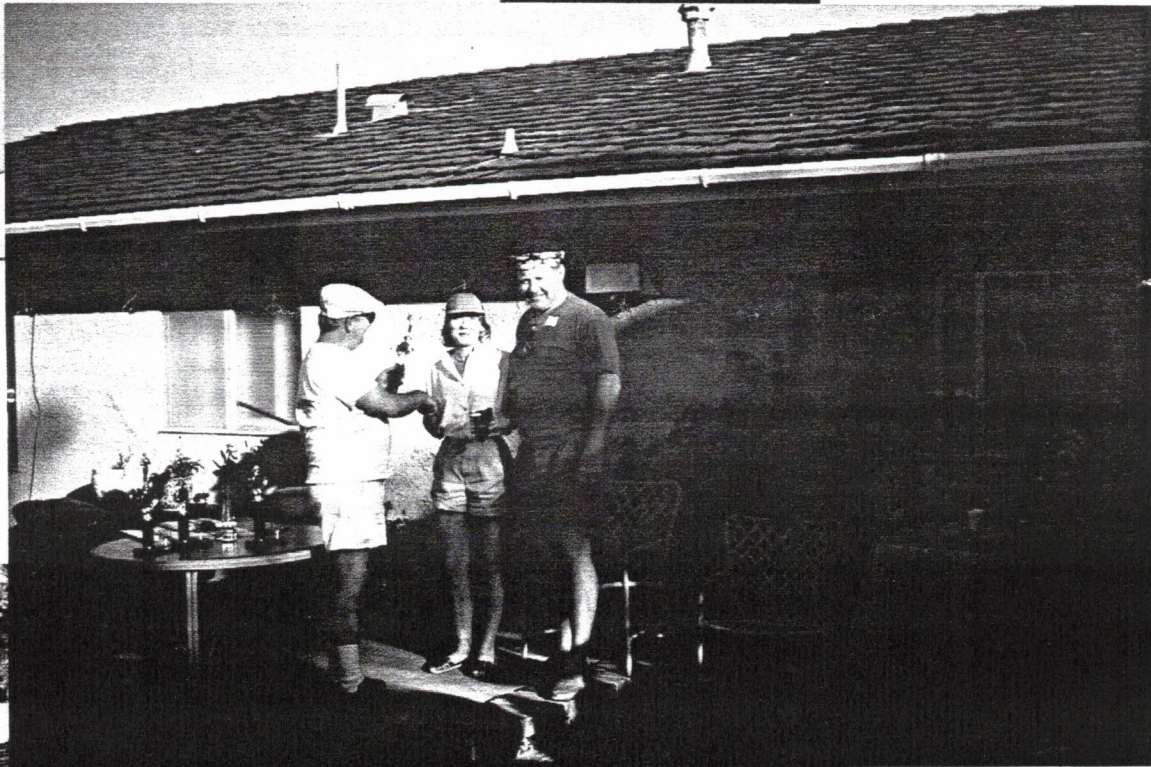
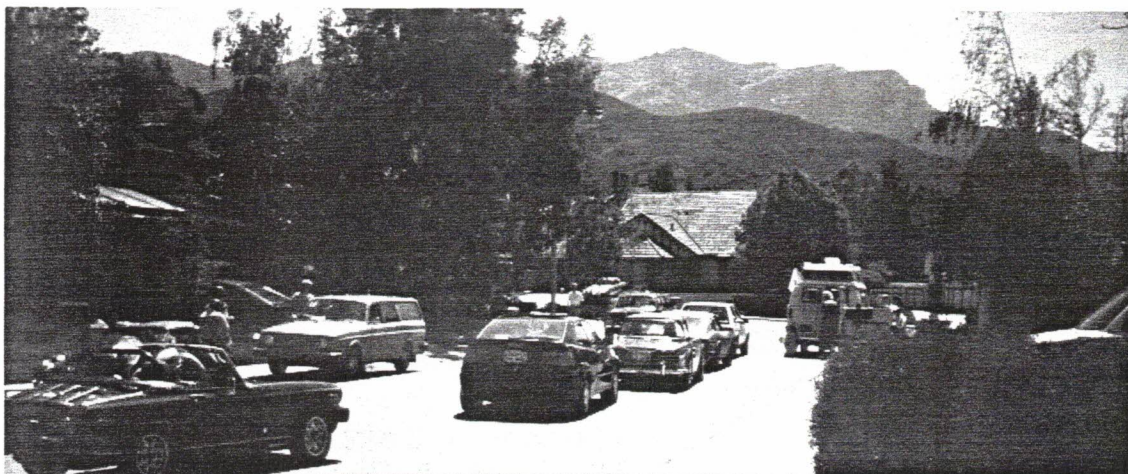
DOMESTIC CAR PARTS AVAILABLE
SERVING VENTURA SINCE 1976

DISCOUNTS AVAILABLE TO CLUB MEMBERS

COMPLETE LUCAS-GIRLING LINE
CASTROL - BOSCH - KYB

BENTLY MANUALS - ALLISON IGNITIONS

SCENES FROM THE CONEJO VALLEY RABBIT RUN
Photos by Bill and Carol Rogers



You've heard of the famous Mid-Year Nordstrom Sale - well this is the CCT SALE of the CENTURY! All prices have been slashed dramatically!!

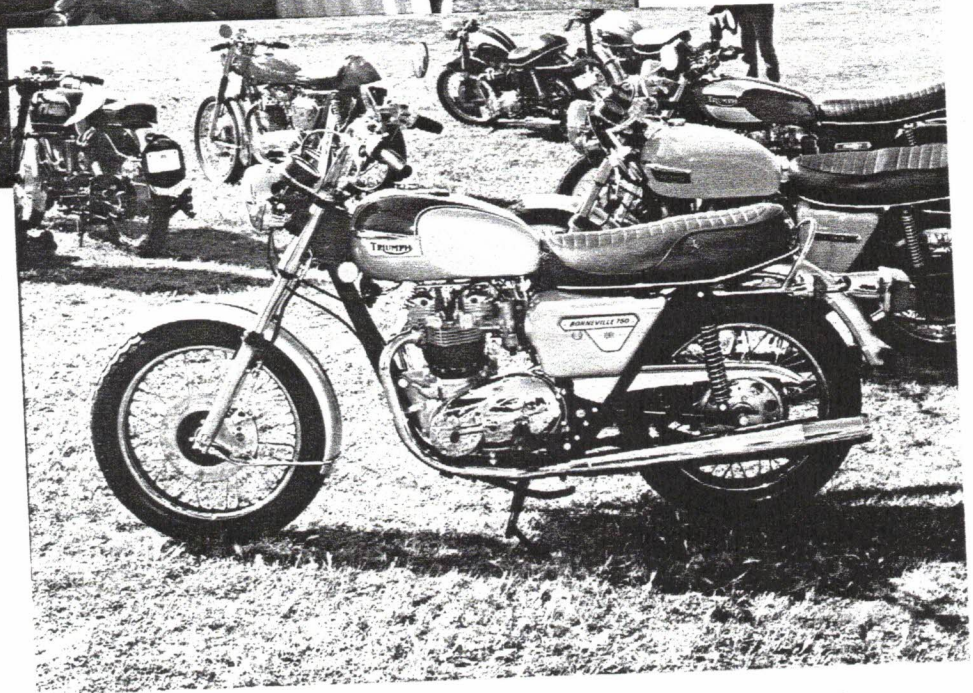
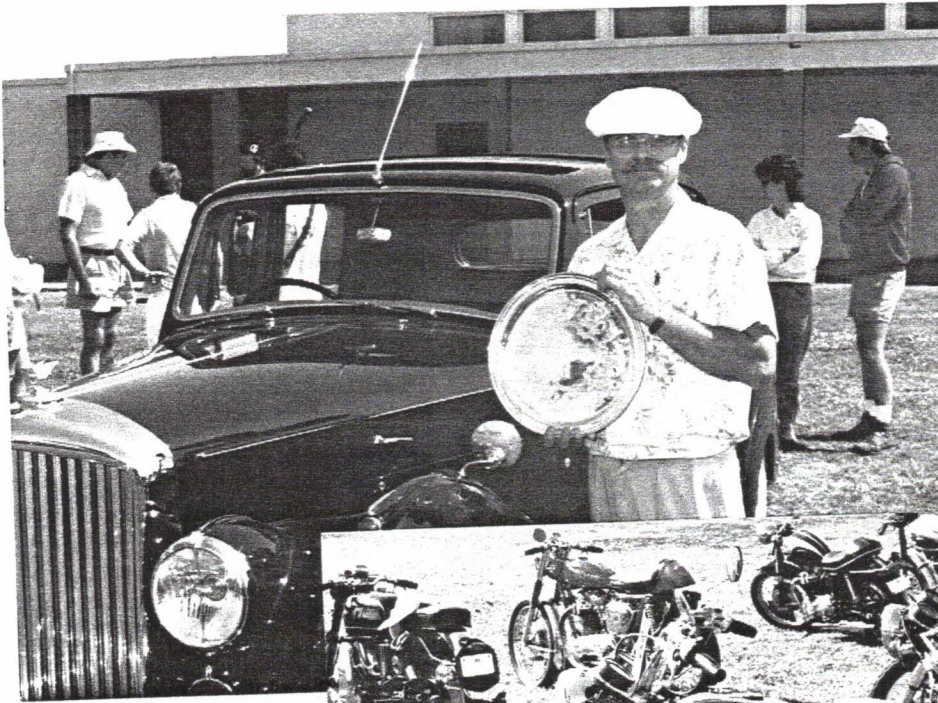
You can either purchase all these wonderful items at the next CCT meeting on Tuesday, July 6, or you may call Sally Samaniego, (805) 644-4590, and place a phone order. All items will be shipped to your home for a small fee.

Don't miss this wonderful once-in-a-lifetime opportunity. Quantities are limited!!

CENTRAL COAST TRIUMPH CLUB REGALIA

ITEM	SIZE	COLOR	COST
TRIUMPH REGALIA			
Polo Shirts	L XXL	Teal White	\$5.00
Flourescent Caps	N/A	Teal Yellow Lime Green	\$2.00
Dash Plaques	N/A	N/A	\$2.00
Grill Badges	N/A	N/A	\$5.00
Pins (This is a reorder)	N/A	N/A	\$4.00
1993 3RD ANNUAL BRITISH CAR SHOW REGALIA			
T-Shirts W/event logo on front & TRs and Motorcycles on back	M L XL	White	\$6.25
CCT CLUB REGALIA			
T-Shirts - W/Open Book Logo	M L XL	Blue	\$5.00
Baseball Caps - W/Open Book Logo	N/A	Blue Red	\$2.50
Flourescent Caps - W/Open Book Logo	N/A	Teal Yellow Lime Green	\$2.50
Club Patches - W/Club Logo	N/A	N/A	\$5.00
Window Decals - W/Club Logo - NEW ITEM	N/A	N/A	\$5.00

THE ALL BRITISH MEET
Photos by Tom Culbertson



REBUILDING FRONT BRAKE CALIPERS

by Tom Culbertson

Recently I decided it was time to do some work on the front end of my car, specifically on the brakes and bearings. In this article I will write about rebuilding the brake calipers and in future articles about replacing the brake pads and wheel bearings.

First I jacked up the car, put it on blocks, and removed the wheels. Next I bled off the brake fluid into a container to keep it off the garage floor. Then I disconnected the rubber hose from the caliper, removed the two bolts securing the caliper to the mounting disk and removed the caliper.

With the caliper away from the car I then began disassembling it. First I removed the brake pads. This was easily done by removing the spring clips and pins which hold them in. With the pads off I then proceeded to remove the rubber dust covers from the pistons. The next step was to remove the pistons.

The best way to remove the pistons from the calipers is with compressed air. However you may want to take some precautions so you don't smack your hand up too much. Before blowing air into the calipers to remove the pistons, I placed a piece of wood about 1/2" thick between the pistons. This kept them from slamming into each other when they popped out of the cylinders. If only one piston comes out it will be necessary to plug the hole inside the empty cylinder to force air into the other cylinder. This is where the wood comes in real handy to save your hand. Using my fingers to plug the

hole I blew compressed air into the fluid line, the wood saving my fingers when the piston popped out. And they come out hard and fast! With the pistons out I removed the rubber seals from inside the cylinders and cleaned out the calipers. I used rubbing alcohol to clean out the brake fluid. I also took very fine steel wool and cleaned out any surface rust on the cylinder walls and flushed the caliper with alcohol.

Checking the pistons I noticed that they had pits in them. Since I didn't want to take chances with the brakes failing I decided to get new pistons. They arrived two days later.

Upon receiving the new pistons I was then ready to install them. I lubricated

I wish I had noticed that problem two rebuild kits ago!

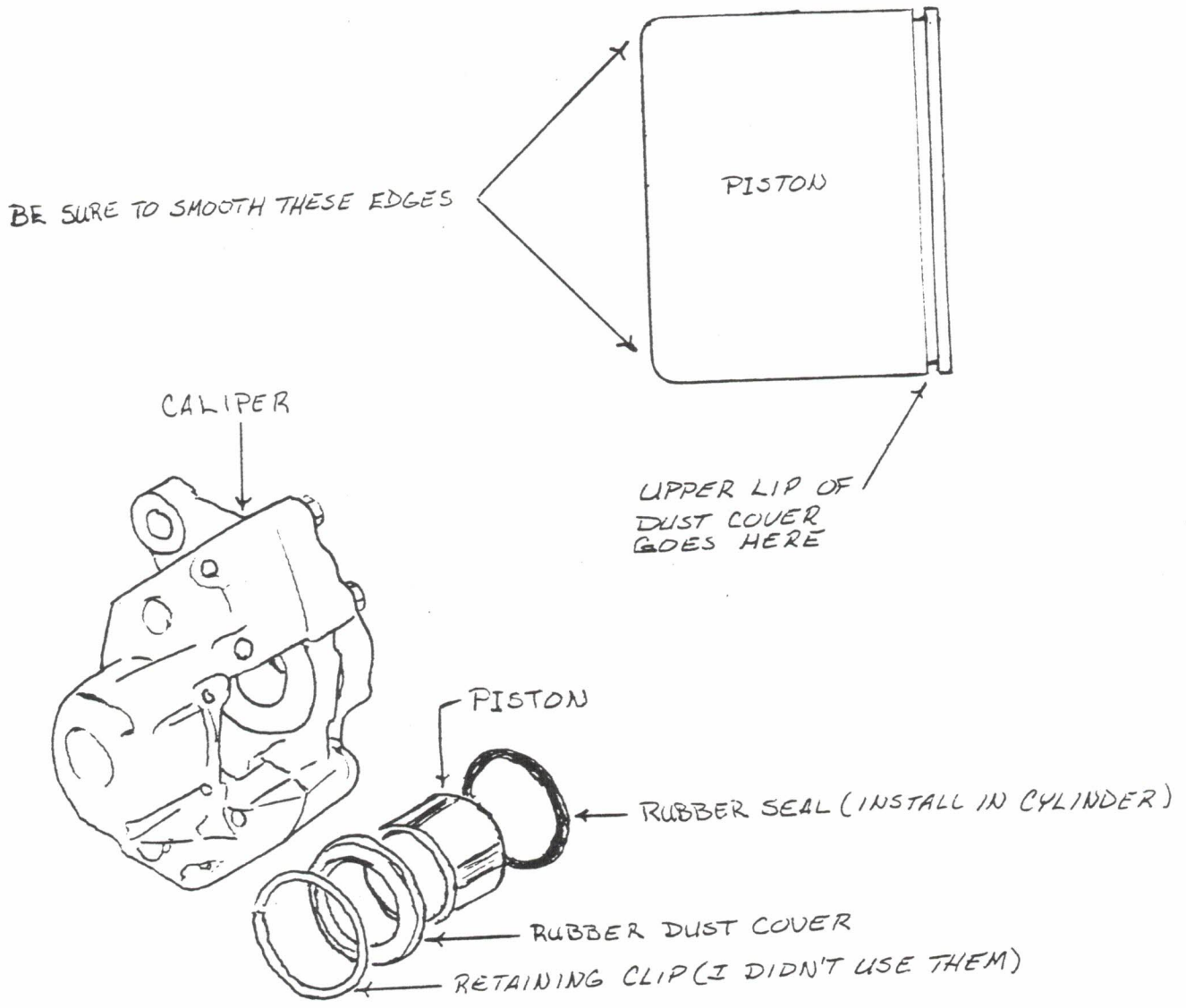
the rubber seals with brake fluid, installed them in the cylinders then lubricated the cylinder bore with more brake fluid. I then put one lip of the dust cover onto the piston and then tried to put the piston into the cylinder bore. This is where I ran into a problem. Try as I might I could not insert the pistons into the cylinders. I tried using a press but that only resulted in the seals being chewed up by the pistons. Upon comparing the new pistons with the old pistons, I found that the edge of the old pistons which goes into the cylinder first were smoothly finished

where the new ones were rough and unfinished. I put the new pistons on a metal lathe and using a file and emery paper I smoothed down these edges. After doing this I was able to put the pistons into the cylinders with ease. I wish I had noticed that problem two rebuild kits ago!

It can be a little tricky putting the pistons with the dust covers into the caliper cylinders. It is first necessary to put the dust cover around the piston with the upper lip of the dust cover into the groove in the piston. Then insert the lower

lip of the dust cover into the groove at the top of the cylinder. Then gradually ease the piston into the bore. Try to insert the piston as straight as possible to avoid damaging the rubber seals. Also be sure that the parts you are assembling are well lubricated with brake fluid.

With the calipers seated in place I then reinstalled the brake pads and installed the calipers back on the car. I reconnected the brake lines, bled the brakes, reinstalled the wheels, and was once again ready to stop.





Festival Registration

September 23-25, 1993

Please make checks payable to Moss Motors, Ltd.
Mail completed registration form to:
British Festival
Moss Motors, Ltd.
P.O. Box 847
Goleta, CA 93116

Registration # _____
Office Use Only

Registration Information

Name _____
Address _____
City _____ State _____ Zip _____
Phone (home) _____ Work _____
Number of Children Attending _____
British Car Registration
Year _____ Make _____ Model _____
Year _____ Make _____ Model _____

Would you like to participate in our "Winners Circle"?
(*Open to cars which have won car show trophies in the last two years)
Yes / No /

If yes, at what event did you place?
Will you require overnight RV or camping space? /
Will you be towing a trailer? /
Will you eat at the ranch? /
(This is not a commitment. Please help us anticipate demand.)

How many breakfasts? _____
How many lunches? _____
How many dinners? _____
Payment Information
Check Enclosed Bill my Mastercard VISA Discover
Card Number _____ Exp. _____
Signature _____

Attention Car Clubs!

Do you want space to set up a club display or hospitality tent?
Do you want Moss to provide a 15' x 15' tent at a cost of \$170?
Do you want Moss to provide a 20' x 20' tent at a cost of \$175?
We need _____ Seawalls are available at \$30 per side

I am not interested in registering at this time, but please send me more information in the form of chamber of commerce brochures and hotel accommodations.

RELEASE STATEMENT

This statement must be signed by registrant whether or not entering a car.

I hereby agree to enter the above described vehicle(s) in the Moss British Car Festival at Flag Is Up Farms in Buellton, CA and to participate in other planned events scheduled during the meet. In consideration of the right and privilege to enter and participate in these events and other valuable consideration and intending to be legally bound, I agree to release Moss Motors, Ltd., The Moss British Car Festival, Flag Is Up Ranch, and the Organizing Committee from any and all liability for injuries, damages, or loss arising from my entry and attendance at the meet.

Registrant Signature: _____ Date: _____

Join Us

Moss Motors cordially invite you to partake of a festival of British car fun to be held at the beautiful Flag Is Up Farms in the scenic Santa Ynez Valley of Southern California. The dates for this event are September 23-25, 1993.

The ranch is renowned for its thoroughbred horse racing facilities, and a large park-like area of the ranch has been placed at our disposal for the duration of what promises to be a unique event.

The whole concept of the festival is for people to relax and have a good time - this is not a high pressure British Car Meeting - you can take part in everything, anything or nothing. The choice is yours! Activities which are planned include car corral for all British manufactured vehicles, a winners' circle of previous car show winners, a mild road rally and winery tour, and a funkiana within the grounds of the ranch itself. There will be Western style barbecues and breakfasts, evenings of entertainment in keeping with the spirit of the festival, and tours of the surrounding countryside, plus shopping and sight-seeing expeditions by car or coach depending on your choice.

Let us detail some of the other activities in the pipeline: In the evenings we will have barn dancing to live music. Come sit on a hay bale and enjoy the fun! Hay rides around the ranch will take you through areas inhabited by deer, peacocks, and you will glimpse some of the finest racehorses in the country - including Kentucky Derby and Santa Anita candidates.

We will have walking tours and other activities for the kids, and for adults and kids alike, our popular pinewood derby event, spark plug, and wheel change contests. Want to see behind the scenes at Moss Motors in Goleta? We'll take you there by coach or you can drive down the 30 miles yourself and enjoy the benefits of shopping at the world's oldest British car parts supplier!

All this and much more; hot air ballooning (at the ranch), glider rides from Santa Ynez airport and the hospitality for which Moss Motors has become famous are yours for a modest fee.

Where will you stay? Do you wish to camp or bring your RV? We can accommodate all tastes. The area is renowned for its many fine hotels and motels just waiting to serve you... So join us for a September fun-filled, sun-filled weekend of pure British motoring pleasure!

We look forward to welcoming you to the "MOSS BRITISH CAR FESTIVAL" at Flag Is Up Farms. Come and join us in the Winners Circle! Should you require any further information, contact Harry Haigh at (805) 967-4546.

WHAT'S INCLUDED

- Access to a beautiful park-like, fully operational, thoroughbred breeding and training ranch. The ranch is normally secured and gated, but will be completely open to Festival participants.
- Parking for cars, tow vehicles and trailers.
- R.V. and event car space.
- Camping space.
- D.J. and dance night.
- Transportation to shopping (twice a day).
- Sight seeing tour including a tour of the Moss facility.
- 10% discount, plus free shipping on all parts ordered during the event.
- Rally each day.
- Funkiana each day.
- Hard surface driving skill test.
- Hay rides and sing-alongs.
- Guided walking tours of the ranch, see horses, peacocks, deer, and some of the most beautiful scenery in California.
- Entry for pinewood derby, spark plug changing, and wheel change contests. (Bring your own pinewood car.)
- Entry into specific marquee car corals.
- Barn dance one night. Western dance concert and dancing the second night, both with live music.
- Use of technical support facility (with advisor on duty) for emergency repairs.
- Free pick-up and car transportation back to the ranch should you break down on any road event. A roving marshal will monitor all rally roads.
- Hotels, food and barbeque are pay as you go, but we have secured a great ranch menu with very reasonable prices. We have also secured good hotel rates for you at the local Ramada Inn. BOOK EARLY, LIMITED NUMBER OF ROOMS.

TECHNICAL TALK

Published by the Triumph Register of Southern California

These volumes are compiled from technical articles published in TRSC's "Triumph Tribune" monthly newsletter. They represent the knowledge gained from practical experience in the restoration and maintenance of the Triumph TR sports cars by club members, who wished to share their problems and solutions. They are designed to supplement a factory shop manual with the kind of advice that can only be gained through day-to-day living with these cars.

Volume 1 - compiled from newsletter articles spanning 1977 - 1985, covering the TR2/3 models. Approximately 90 pages, illustrated.

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Transcriptional Renderings

It is June already and my oh my isn't there a lot of things for us to do. If you looked at the Calendar of Events on the cover of this newsletter you saw the multitude of outings we have planned.

First on the list is the East/West High School Football Game Halftime Parade in Ventura. We need a definite committment of 22 cars for this event. There will also be a barbeque beforehand at 4:00. For more information call C. Darryl Struth at (805) 644-6211. Please attend this special event!

On July 3 & 4 the Vintage Automobile Racing Association (V.A.R.A.) is putting on another Triumph/MG Challenge. This looks to be a big event with Moss Motors attending also. You will have the opportunity for 1/2 hour of track time for \$25.00 on Saturday the 3rd. There will also be fireworks to celebrate the 4th.

The tour of Jay Leno's garage is set for July 17. This event is full but names are being put on a waiting list. If you want to put your name on the list or if you did reserve a spot but cannot make the event call Jeff Truttman at (805) 495-1337.

Our August Meeting will instead be held on July 27 to accomodate those who will be going to Seattle for the VTR Nationals. I hope you will be going too!

August 4 - 8 is the VTR National Convention in Seattle, Washington. Caravans are being planned for driving to this event.

Moss Motors has sent us information on their British Car Festival September 23 to 25 in the Santa Ynez Valley. There should be more information in this newsletter.



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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.

FOR SALE: TR7 Front Bumper \$35, TR7 Right Door (Coupe) \$80. Call H.R. Dennett at (805)984-4311.

WANTED: Right Door for TR7 Convertible. Call H. R. Dennett at (805)984-4311.

FOR SALE: 1973 Stag, 64K original miles, Perfect with Hard Top, Automatic, Factory Mag Wheels. \$5,800 or part out or trade. Call Ron Walters at (805)461-0116

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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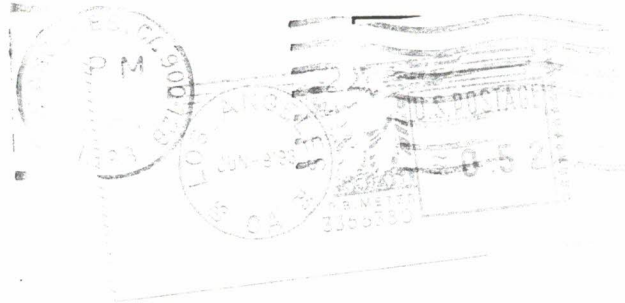
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