

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



Vol.10 No. 9

NOTE CHANGE OF MEETING DATES!

September 1993

CALENDAR OF EVENTS

SEPTEMBER 18

Santa Barbara Concours D'Elegance.
More information inside.

**SEPTEMBER 23 - 25

Moss Motors British Car Festival. More
information inside

**OCTOBER 6

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

**OCTOBER 8 - 10

Triumphest '1993 in Sacramento. More
information inside.

OCTOBER 9 & 10

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

**OCTOBER 17

The L.A. British Meet at the Santa
Monica Museum of Flying. More
information inside.

**NOVEMBER 3

Monthly Meeting at Round Table Pizza,
4255 E. Main St., Ventura at 7:00 P.M.
CLUB ELECTIONS! BE THERE AND VOTE!



NOVEMBER 7

Fourth Annual Teddy Bear Run.
More information inside.

**DECEMBER 8

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



**DECEMBER 11

Club Christmas Party. This will be
another Potluck in a Park. More
information later.

**JANUARY 5, 1994

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

**JANUARY ?

January Event?

**FEBRUARY

Monthly Meeting.

**FEBRUARY 12

Annual Winery Tour. This year it will
be an overnight trip. More details
forthcoming.

** CCT CLUB EVENT, PLEASE ATTEND

B75
SAT/SUN

President's Message

It looks like I missed another meeting. I'd like to thank Tom Culbertson for filling in during my absence. I hope it's not too difficult for you to change the meeting night. Maybe it was a problem before and this new night will make it easier for you to attend. School is now Tuesday and Thursday nights.

Moss Marque Day was a real adventure. I waited in the parking lot at Charley Browns until 7:00 and decided to drive up alone. On the way, the Renown decided to lose a rod bearing and I limped her into the parking lot. Many thanks to Jack Samaniego for pulling me home. The show was great with many new Triumphs on hand and several we have seen before which have completed recent restorations.

Next up on the agenda is Moss's festival in Solvang. Lynn and I are going up for the Saturday rally. If you can make it, we'll see you there.

Triumphfest is drawing closer. If you haven't sent in your registration, do it now! Should be a great show and the temperature should be much cooler that when we went through enroute to the national meet.

Be sure to check the calendar of events and attend. We have some great things coming up and they should be well worth your while. If the Triumph isn't running, bring the family car. We want to see your face around!

See you at the October meeting on the first Wednesday of the month.

HAPPY MOTORING !

EDITORIAL STUFF

It's once again time for another newsletter. I haven't been very good lately at getting these things out in a timely fashion, but at least I've been getting them out.

I have written a long article on my return trip from the VTR National in Everett, Washington but it is a bit wordy and needs some editing before putting it in this newsletter. Perhaps next month I will have it ready. In this month's copy though Sally Samaniego has a write up on her and Jack's trip back home.

Last weekend I helped Steve Drury pack and install wheel bearings on his TR6 restoration project. He is doing a great job of it too, the frame is all painted and he is doing a meticulous job with all the parts. If you want to see what a TR6 frame looks like give him a call.

Some upcoming events to plan on attending are the Moss Motors British Car Festival in the Santa Ynez Valley, Triumphfest in Sacramento, and the All British Car Meet at the Santa Monica Museum of Flying. Check the Calendar of Events on the cover of this newsletter for the dates. Also coming up on November 7 is the Fourth Annual Teddy Bear Run. Ron Kibbe has written up another fantastic run for this event. More details are included in this newsletter. Also be sure to plan on attending our club Christmas party on December 11. It will again be a "Potluck in a Park."

Also don't forget the club elections coming up in November. Get involved in our club! Run for an office!

Meeting Minutes

The meeting was called to order at 7:30 by our former president, Tom Culbertson. He missed being president so much that Bob decided to let him be "president for a night." No, actually Bob Klope was at night school. And speaking of night school, this brought up a motion to change the meetings from Tuesdays to Wednesdays. **Effective with the October 6 meeting, they will be on the FIRST WEDNESDAY of every month at the Round Table Pizza.**

One piece of old business that was brought up in the last meeting was the discussion of whether we should raise Associate Member dues to \$20 which is the same as a full member. It was put to a vote and everyone agreed that effective 1994, dues for everyone will be \$20.

We had a visitor and two new members, Jerry and Mickie Hufford from Newbury Park. They have a TR8.

The treasurer reported a balance of \$4,800. She indicated that the Club made \$340 at the Moss Motors event by selling pancakes for breakfast, hot dogs at lunch, signing up four new members and having a fabulous "fire sale" of regalia.

And speaking of Moss Motors, it was felt that there weren't as many cars as last year, but everyone had a good time anyway. There was some confusion regarding registration and awards, but Ken Smith managed to punt and still have a nice event.

Now that most of the old regalia has been sold, a discussion ensued regarding the design and production of new regalia. Some of the regalia mentioned was name badges and license plate holders. It was felt that regalia should be made up on a pre-paid basis so the Club doesn't have so much invested for a long period of time. It was decided that a Board meeting will be held on Wednesday, September 15, at the Round Table Pizza to discuss regalia. Everyone is welcome and bring your creative ideas with you!

VTR in Seattle was the next topic of discussion. Tom indicated he had a great time and was able to make it back home with no problems. Except, home was Santa Barbara as his transmission decided to heat up and misbehave! Don Greene and Susan had no problems with their Miada! And the Samaniegos had an uneventful trip, unless you call the trailer tire passing up the truck on the road and Sally winning enough money in Tahoe to pay for most of their gas eventful! Tom showed the group photo taken at the largest ultralight airfield. The VTR will be held in North Carolina.

There was an interesting discussion on whether or not to add additives to your oil. It was the consensus of the group that it was best to leave your oil alone.

September 18 is the Santa Barbara Concour D'Elegance. Tickets purchased in advance is \$12 and \$17 at the gate. Don Greene is entering his Morgan.

(Continued next page →)

Meeting Minutes (cont.)

Don Greene announced that the Morgan Club would like to do a joint swap meet to sell all your prize car treasures that you no longer want. A location needs to be picked that would be some where between Ventura and L.A. and date picked, probably the first of 1994. Any ideas, call Don Greene, 805/652-0330.

The September 23-25 Moss British Car Festival in San Ynez Valley was discussed. Some are going for the whole event and some are going just for Saturday. Pre-registration is \$16 and \$18 at the event. This should be a very relaxing and fun weekend. Moss has a lot planned...driving tours, barbecues, barn dances, etc.

October 8-10 is Triumphest '93 in Sacramento hosted by Triumph Travelers. Unfortunately, it was the consensus that most of the Club members will be unable to attend. Some thought they might just fly up for the weekend. If you have the opportunity to go, do. The last Triumphest hosted by Triumph Travelers in Santa Clara was a lot of fun.

October 17 is the annual L.A. British Car meet that will be held at the Santa Monica Museum of Flying instead of Woodley Park - the Beverly Hills hounds are taking over the park that day. This should be a great event. The Club plans to leave Charlie Browns parking lot promptly at 7 AM, traveling the coast to Santa Monica. Bring a picnic lunch and join the Club for a fun day. Just to see the Museum is well worth the effort.

November 7 is the Teddy Bear run - see the enclosed announcement.

December 11 will be the Christmas party. Yes it's getting to be that time of year again! It was decided to have a potluck picnic, with the Club furnishing the meat. Maybe we can talk Steve and Christine Ball into roasting a turkey again!! Location has not been decided yet - stay tuned.

The November meeting is elections - see the enclosed list of officers and their job description. Also, Tom Culbertson is retiring from the position of News Editor. It was suggested by Don Greene that the Club elect a Newsletter Committee so it won't be so much work for just one person. Come to the November meeting or be high-jacked into office!

If you are looking for something fun to do every First Friday of the month, come to Hudsons Cruise Night after work. Bring your car and park among the American Oldies. Hudsons has a great menu for dinner.

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THE CLEAR HOOTER!

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THE CLUB ELECTIONS ARE COMING UP! BELOW IS A LIST OF THE BOARD POSITIONS WITHIN THE CLUB AND THEIR RESPONSIBILITIES. USE THIS LISTING TO SEE WHAT YOU WANT TO RUN FOR.

-ELECTED POSITIONS-

PRESIDENT:

The President leads the club at all functions except board meetings. He/She is responsible for running the monthly meetings, calling board meetings, and representing the club regarding inter-club matters. The president is not allowed to vote in matters regarding the club but is used as a tie breaker. The President must submit a one page article to the newsletter each month.

VICE-PRESIDENT:

The Vice-President carries on the President's duties when the President is not able. He/She is responsible for running the board meetings and is also the club equipment storeperson.

TREASURER:

The Treasurer is responsible for keeping track of the funds on the club. He/She is responsible for reporting the status of the club treasury at each meeting and making sure that all club bills are paid.

SECRETARY:

The Secretary reports to the Newsletter Editor the minutes of the last meeting for publication.

MEMBERSHIP CHAIRPERSON:

The Membership Chairperson is responsible for contacting those interested in joining the club. Maintains a supply of membership applications at each meeting or event and is responsible for the regalia supplies.

-VOLUNTARY POSITIONS-

NEWSLETTER EDITOR:

This person assembles information from club sources for printing of the newsletter. Is responsible for maintaining the club mailing list and mailing of the monthly newsletter. This is a voluntary position.

HISTORIAN:

The Historian is responsible for keeping track of the past history of the club. This is a voluntary position.

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Jack & Sally's Excellent Adventure!

The Samaniegos left Saturday, July 31, in the big red and white truck, aka Bufford T., with Putt-Putt in tow and headed up the coast for Seattle and the VTR meet. The countryside up north was lush and green. It was a great trip, except it was probably hotter than it had ever been - over 100 during the day and not much cooler at night. Met up with everyone in Medford on Tuesday. Jon Korbin did a great job of rounding up everyone from Redding to Medford with no one lost. Drove on to Portland and had a great dinner with the Portland Club. The Putt-Putt came off the trailer for his grand entrance into Washington! Jack drove the Putt-Putt and Sally drove the air-conditioned truck! While Sally was cool, everyone else was squirting each other with water to try and stay cool.

Toured the Boeing facility which was well worth the effort. Watched Bob Klope, Tom Culbertson, Jon Korbin, Darrell & Cindy Clark and Jim Messineo (new Club member from Sacramento) tear up the race track. Had a great barbecue hosted by Moss Motors at a private estate which was something to see. Imagine living in a house that is larger than life in the middle of a lush park and you will know what you missed if you didn't attend the barbecue. Took the ferry to Whidbey Island for a fun tour of the Island. And wouldn't you know, it had been hot all week, but that day was drizzly and damp. But it didn't stop us from having a great time. Saturday was the car show and group photo which was held at the largest ultralight airfield in the world. It was a fun day especially since Putt-Putt won 2nd place in the TR3 category.

We said our good-byes to everyone on Sunday and headed into Seattle for the afternoon. Left Everett on Monday for Vancouver. Took the ferry to Nanaimo, drove down to Victoria and spent the night. Toured Butchart Gardens which was breath taking and started our trek back home. Everything was going along smoothly until we noticed that the trailer tire had just passed up the truck. After chasing the tire down the road and walking out on a beaver dam to retrieve it out of the river and spending 6 hours repairing the trailer, etc., etc. - you know, one of those "road tech. sessions" - we were finally back on the road bound for Reno. Well, Reno was more kind to us. Fitzpatrick's dropped \$60 worth of quarters into Sally's hands. Friday, we left for Tahoe and Tahoe was even more generous - Sally won enough money to pay for most of the gas. Not bad for three hours of work!!!

(This article was stolen from the newsletter of the Illinois Sports Owners Association who in turn stole it from a magazine.)

[Editor's Note: Here's a wonderful article, just to remind the unwary what they get when they buy a Spitfire. A TR would never do this. Never, never, never.]

rites of passage - In which Bob discovers that, in large part, it is both unsafe and illegal to drive old sports cars - By David J. Bedard, from Automobile Magazine, February 1988.

I see it coming, but there isn't anything I can do to talk him out of it. It's a rite of passage every male endures, a kind of mechanical Bar Mitzvah, only it comes enough years past thirteen that the victim ought to know better. My friend Bob Wheeler is about to buy an old sports car, a 1972 Triumph Spitfire.

Bob's migration toward the financial cliff begins when he sees such a car, complete with a golden-haired goddess who is engaged in demonstrating her fondness for the driver. The Spitfire is sold to Bob by a man with an extraordinarily firm handshake, suede loafers, and a Jackie Stewart cap, who could sell Mr. Coffees to devout Mormons.

Four days after the purchase, Bob is exiting his driveway and toes the brake pedal, as is his custom before venturing into a busy street backward. The brake pedal slaps uselessly to the floorboard, but not before the piston in the master cylinder, which has ruptured, squirts eight ounces of hydraulic fluid through the firewall and onto his feet, causing the shoe polish on his Kinneys to curdle. Bob does not notice. He is busy pumping the pedal and eyeing a yellow Pontiac bearing down on him at an alarming rate. When the futility of this action strikes home, Bob grabs the emergency brake and yanks mightily toward his armpit. The ratchet in the lever makes a busy noise, the return spring offers comforting resistance, and the car slows not at all. Bob gives up and steers toward his mailbox. This stops the car.

When Bob attempts to drive the Spitfire to the brake shop, using the engine's compression for deceleration by turning the ignition key on and off, he learns two things: (1) When he turns the key off, it locks the steering column; and (2) switching the ignition on and off with the car in gear causes a backfire that can be heard for many blocks, which blows off the aft two-thirds of the exhaust system and attracts the police, who tell him, "It is both unsafe and illegal to drive a car without brakes and a muffler."

A few weeks and many phone calls later, Bob's car is rolling again, until there erupts a carrots-in-a-blender noise from between the seats. Bob spends the following Saturday at a junkyard, scrounging for a usable gearbox at a reasonable price. He is not able to find one anywhere. Ever. But within two weeks, he has collected two 95-percent complete gearboxes for a

'71 Spitfire, one 80-percent transmission from a '69 model that obviously won't fit but which his shop swears is interchangeable, one 50-percent shift linkage, and two baskets of what he thinks may represent a '73 gearbox in poor repair but is in reality the overdrive unit from a bus.

Bob also discovers that the owner of transmission number three had suffered a similar misfortune and had reamed out the cases and substituted a gear cluster from a '66 GMC pickup truck.

Weeks later, the car runs well enough that Bob unwittingly drives far from any possible source of help. As darkness falls, he is not annoyed that the headlights are blinking on and off, or that the dimmer switch sounds the horn. He is annoyed that the car is emitting an odor like burning track shoes. It is just as well that he cannot see the short in his electrical system that began beneath his oiled wooden dashboard and is now spreading down the wiring harness toward the headlights and is about to supernova beneath the hood.

He pulls to the shoulder and discovers a crackling fire running the length of the main wiring bundle. It looks like a glowing snake and smells like Akron. Wheeler removes his \$200 suede jacket and tries to beat out the flames and then retreats to the safety of the middle of the road, where he discovers that part of the evil scent was his hair, which now looks like the outcome of a bizarre electrolysis mishap.

Furious, Wheeler kicks the car, and the vibration of his blows causes the now crispy harness to drop harmlessly to the ground. The fire goes out.

Although the Spitfire is still idling, Bob suspects the necessary wiring for the starter has melted. He is afraid to turn the car off so he can liberate the ignition key to open the trunk, where there is a flashlight. Instead, he uses a length of pipe from the gutter to jimmy the trunk handle.

Bob sets out toward home, hanging his head out the side of the car, aiming the flashlight's pitiful beam down the road. This operation goes well until Bob's foot slips off the clutch and he stalls in the middle of an intersection. Only then does he confirm his suspicion that the starter wiring has indeed burned up, and he is unable to restart the car. He sits patiently and awaits the arrival of the police. They tell him, "It is both unsafe and illegal to drive a car at night without any headlights at all."

Bob agrees, wholeheartedly, imploringly, ingenuously. The policeman softens and confesses, "I always dreamed of buying a Spitfire." Bob's brow unwrinkles as he introduces himself with an extraordinarily firm handshake.

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Joseph P. Spirito, Ed.D.
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June 29, 1993

President Bob Klope
C. Darryl Struth and Don Greene
Central Triumphs
2715 Beacan Ave.
Ventura, CA 93003

Dear Friends of Education:

The Board of Education has accepted your donation of \$500.00 to be used by the Ventura Unified "D.A.R.E Program" at Will Rogers Elementary School.

The Board and the Administration would like to thank you for this donation. Your support is appreciated.

Sincerely,

Joseph P. Spirito Ed.D.

Dr. Joseph Spirito
Superintendent

JS/jf



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 funkhana 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 pleasures!

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.
- Funkhana each day.
- Hard surface driving skill test.
- Hay rides and sing-alongs.
- Guided walking tours of the ranch, see homes, 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 marque car corrals.
- 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.



Santa Monica • Sunday, October 17th

Drive in and see 'em fly! You are cordially invited to participate in THE Southern California British car event of the year. Join the ranks of 500 cars, trucks, bikes, planes and thousands of enthusiasts gathering at the Museum of Flying at the Santa Monica airport.

This event, formerly held at Woodley Park in the Valley, includes FREE admission to the museum for passengers in participating vehicles and special flying demonstrations of vintage British aircraft. The facility will open at 10:00AM. This is a casual meet that will feature prizes and vendors, as well as food. Cars need not be in show or even running condition - trailer parking is available.

REGISTRATION: There is a \$15 per car or bike registration fee. \$25 fee for cars For Sale (signs provided).

SPECTATORS: Folks not bringing a British car may park in any of the lots on 28th Ave. for free, then enter through the museum main entrance. Admission: \$5 adult, \$3 senior, \$2 child.

DIRECTIONS: Take the Bundy Avenue (South) exit off of the Santa Monica Freeway (10), just west of the San Diego Freeway (405). Head south to Ocean Park Blvd. and turn right. Turn left at 28th Avenue and directly into the museum.

INFORMATION: PLEASE CALL: (310) 392-6605



TRIUMPH TRAVELERS
Sports Car Club
P.O. Box 60314, Sunnyvale, CA 94088-0314



INVITES

All Triumph sports car owners and enthusiasts to

TRIUMPHEST '93

October 7th thru October 10th
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Radisson Hotel, Sacramento, California

- | | |
|--|--|
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| ★ Funkhana | ★ Vendor Sales |
| ★ Fun Rallye | ★ Pinewood Derby
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| ★ Sacramento Driving
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| ★ Hospitality Party | ★ Door Prize Drawings |
| ★ Digger Davett Memorial Award
Presented By Moss Motors | |
| ★ Fun Concourse | |

Write to: Triumphest '93, P.O. Box 60314, Sunnyvale, CA 94088-0314

or Call: Terry Payne
(408) 224-0208

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CLASSIFIEDS

FOR SALE: 1981 TR8, 80K original miles, one owner, white with blue top. \$6,500. Call Cindy Hinds at (805)495-7770.

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.

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: 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.

FOR SALE: 1971 MG Midget. Wire wheels, 5 new Michelin tires, British racing green, 63K original miles. \$3,000 obo. Call C.J. "Chuck" Levasseur at (805)644-3357.

FOR SALE: 1968 Spitfire with 1970 GT6 engine. Needs new rear end. \$500. Call Michael Ling at (805)687-8565.

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

PARTS CAR: 1967 Triumph 2000, complete. Call Pull Your Part at (805)525-7414.

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

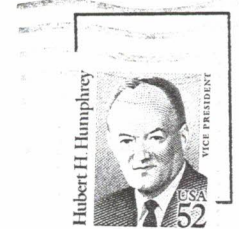
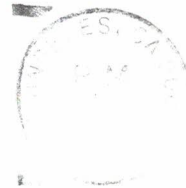
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