

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



Volume 11 No. 1

January 1994

Happy New Year !!!!

Calendar of Events :

- | | | |
|--------------------------|---|-----------|
| <u>February 12</u> | Annual Winery Tour— with overnight option ! | CCT EVENT |
| <u>March 6</u> | Brunch Run — details coming soon. | CCT EVENT |
| <u>March 12-13</u> | Santa Paula "Trains, Planes, Automobiles"
Parade and fair / Call Ron Kibbe for more info | |
| <u>April 9</u> | Moss "Spring Classic" All British Day | |
| <u>April 17</u> | All British Car Meet at Woodley Park | |
| <u>April 23</u> | Second Annual Conejo Valley Run | CCT EVENT |
| | Black Canyon Rally & Pirates Treasure Hunt | |
| | Hosted by the Rogers and the Norths....more details soon ! | |
| <u>April 23 & 24</u> | Ventura Beach Party & Cruise Night | |
| <u>May 15</u> | CCT 4th Annual All British Day
Will Rogers School 2600 Thompson Blvd, Ventura | |
| <u>June 16-19</u> | Moss Motors All British Show
Flag Is Up Farm | CCT EVENT |
| <u>July 13</u> | Tea & Crumpet Rallye | CCT EVENT |
| <u>August 7</u> | Brunch Run <i>SEE SEVE DRIVE</i> | CCT EVENT |
| <u>August 19-21</u> | Vintage Car Races----Monterey | |
| <u>September 17</u> | Moss Motors Marque Day | CCT EVENT |
| <u>Sept 29-Oct 2</u> | Triumphfest----Princess Resort Hotel - San Diego
Room Reservations (619) 274-4630 | CCT EVENT |
| <u>October 2</u> | All British Car Day----San Diego | |

Central Coast Triumphs

is a chapter of the Vintage Triumph Register. Dues are \$20.00 per year. Meetings are held on the first Wednesday of each month at 7:00 PM. For more information contact any of the Club officers listed below or write to the Club address.

1994 Board Members

President:

Ron Kibbe 805- 933-2206

Vice-President:

Herb Freidman 805-984-3649

Treasurer:

Don Greene 805-652-0330

Secretary:

Claudia Diebolt 805-642-5855

Membership Chairman:

C. Darryl Struth 805-644-6211

Voluntary Positions

Historian:

Bob Klope 805-653-7233

Newsletter Editor / Club Address:

Steve Drury 805-499-4105

3327 William Drive

Newbury Park, Ca 91320

Meeting Information:

Monthly General Meetings will be held on the following dates at 7:00 PM. at Roundtable Pizza 4255 E. Main St., Ventura.

- | | |
|--------------|---------------|
| January 5th | July 6th |
| February 2nd | August 10 |
| March 2nd | September 7th |
| April 6th | October 5th |
| May 4th | November 2nd |
| June 1st | December 7th |

All members are encouraged to attend. Guests are always welcome.

Monthly Board Meetings will be held on the following dates at 8 PM at Loops Restaurant 2350 S. Victoria Ave., Ventura.

- | | |
|--------------|----------------|
| January 12th | July 13th |
| February 9th | August 10th |
| March 9th | September 14th |
| April 13th | October 12th |
| May 11th | November 9th |
| June 8th | December 14th |

The Board meetings are open to all members and are an excellent time to present ideas you wish to see presented to the general membership either at the General Meetings or through the newsletter.

Coventry Corner

the President's message.....

Hello out there in British Car Land, Ron Kibbe here!

Well it seems as though I may have been here once before.

For the past 10 years I have been a somewhat active member. I joined CCT in September 1985. I have never been a "plain" member as I have always been a board member--- first as membership chairman from 1985 through 1988. I was then elected President and served from 1988-1989. After 1989, I was back to membership chairman until 1993. And here I am again back to complete my term.

My current British autos include:

- 2 1959 Morris Minors (L68-9779 & L72-7515)
- 1 1961 TR 4 conv. (CT 1642L)
- 1 1974 MG Midget (GANSUE 144282G)

This message is going to be a bit short for this month of January, but before I hop into one of my autos and drive off into the sunset, I wish to welcome the following British autos and their humans:

- * 1957 Jaq XK 140 and 1974 Jensen Healey belonging to Howard and Tricia Ashe of Oxnard.
- * 1975 TR 6 and novice handler Aaron Drury of Newbury Park.
- * 1979 MGB and 1965 MG Midget belonging to the ever famous Danny Gomez of Santa Paula.
- * 1977 MG Midget in Sea Bee clothing and NMCB 40 Mr. Daniel Heizman of Port Hueneme.

WELCOME TO CENTRAL COAST TRIUMPHS !!!!!

See you all next month, and don't forget to come to our Feb 2nd meeting !!!!!

MEETING MINUTES

The January 5th meeting was called to order by the new 1994 President Ron Kibbe at 7:25 PM. There was an excellent turnout and four new members joined the Club. Welcome to Daniel Heizman, Aaron Drury (son of our newsletter editor), Howard and Tricia Ashe and Mark Boehm.

There was no treasury report.

Past events discussed included the Christmas party that was moved to Susan's (Don Greene's friend) house on the beach due to rain.

Upcoming events include the Brunch-Museum run Jan 15th. On January 29th the TRSC will have a drive and (ice) skate party.(call 818-345-6264 for more info)

February 12th is the ever popular Santa Ynez Wine Tour which will also be an overnighiter. We will be staying at the Santa Maria Inn and if you check with Bob and Lynn Klope - there might be a room left. We will meet at Charlie Browns in Ventura at 8:00 AM to caravan to the wine country.

March 19th and 20th is Vintage Racing at Willow Springs. There is something going on each month so check the Calendar of Events.

There was a suggestion to move the elections to January since November and December are such busy months. The thought was that in January there would be better participation. Please let us know your thoughts on this.

Herb Freidman- our new vice-president- would like all the Club equipment back. So if you have been storing any of the Club's equipment, please let him know. We will compile and publish a list of all the quipment so members can have access to it if needed.

All are invited to attend the board meetings. (see page 2) The meeting was adjourned at 8:05. Claudia

**The Streets Of Willow Springs
'94 Weekend Event Schedule**

JANUARY 15-16	Alfa Romeo Owners Club of Southern California Driving School
FEBRUARY 5-6	Porsche Owners Club
FEBRUARY 12-13	Southern California Karters and the International Karting Federation
MARCH 19-20	Vintage Auto Racing Association Advanced Driving School
APRIL 2-3	Southern California Karters
APRIL 16-17	U.S. Replica Racers Association
MAY 7-8	L.A. Shelby Club
MAY 28-29-30	California Sports Car Club - Solo 1
JULY 23-24	California Sports Car Club - Solo 1
SEPTEMBER 3-4-5	Porsche Owners Club
SEPTEMBER 10-11	Southern California Karters and the International Karting Federation
SEPTEMBER 17-18	Alfa Romeo Owners Club of So. Cal.
SEPTEMBER 24-25	California Sports Car Club - Solo 1
SEPT. 30 - OCT. 1-2	Willow Springs Karting Association
NOVEMBER 12-13	Southern California Karters and the International Karting Federation

SCHEDULE SUBJECT TO CHANGE - FOR MORE INFORMATION OR RESERVATIONS CALL (805) 256-2471

APRIL
 Alfa Romeo Owners Club of Southern California
 Skip Barber Racing School
WSMC Grand Prix Motorcycle Road Racing
 Vintage Auto Racing Association Road Racing

MAY
 American IndyCar Series - Toyota Sportsman Series
 Southern California Karters
WSMC Grand Prix Motorcycle Road Racing
 Cobra Club Championship TT Road Race Series
 SCC Reg./Nat.-Toyota Sportsman Stock Car Series

FEBRUARY
 To Be Announced
 Ferrari Owners Club & Pantera Owners Club of America
WSMC Grand Prix Motorcycle Road Racing
 CSCC National - Toyota Sportsman Stock Car Series
 FARA - ACRL - Nasport

MARCH
 Porsche Owners Club Road Racing and Time Trials
 Triathlon of Motorsports
WSMC Grand Prix Motorcycle Road Racing
 CSI Regional - Toyota Sportsman Stock Car Series

Hobby Alert!

I've put off doing this particular editorial for months as I'm the last person who wishes to be a purveyor of Gloom and Doom. But it's too important and it's getting later in the day.

The entire old car hobby is at risk; not immediate and not total, but the rumblings are there if you put your ear to the ground, and it will adversely affect you and me to some extent.

I'm talking about impending government legislation, on local, statewide, and national levels as well, that, as you read this, are being proposed to require retroactive emissions equipment fitted to all non-equipped cars, greatly increased registration fees for old cars, and even banning from public roads all cars prior to a certain year!

Realistically, they won't do *nothing*, and they won't get a complete ban through either, so it's somewhere in the middle that our fate and concerns lie. Somewhere in there, our freedom to use our classic cars (or even non-classics that pre-date a given year-model) will be curtailed or taxed, in the name of clean air. This really has nothing to do with occupant safety, which, if 'they' had to make an argument regarding the virtues of newer cars versus old, would be a stronger case. It's all about smog.

I'm an advocate for clean air, for reducing pollution and eliminating its sources. I don't want my children (or yours) to lose four or five years of their natural lifespan (or whatever the number is) due to a lifetime of breathing unhealthy air. But I'm also a realist and know that the clean-up won't happen overnight, and that we should continue to seek remedies in our efforts to build new generations of cleaner-running cars, less-polluting factories, and every other potentially polluting product of our industrial society.

The generations of high-emissions cars from years gone by are self-eliminating; they wear out and break, and are eventually taken off the road, just as old elephants know when it's time to go lay down and die. We don't need a program such as Unocal's SCRAP (South Coast Recycled Auto Project) to do the job of 'natural selection'. The cars they crush (paying owners \$700 per qualifying car), for which they receive deferrals for cleaning up their own "stationary sources" or refineries, would probably be in the wrecking yards within a few months on their own anyway. The 'cleaning' process of taking the polluting cars off the road but not the smoke from the smokestacks is a smokescreen!

The real problem, however stems from the politicians' and legislators who are ignorant or misled by people who have given them erroneous or false information regarding the amount of pollution an older car emits, and the amount of usage that car

sees. The facts become skewed to portray the older car as a motorized villain that contributes not only a disproportionate amount of pollution per mile driven (which may be true in many cases), but a considerable percentage of the total pollution out there (a ridiculous notion).

We know how few miles per year, relatively speaking, we use the average classic British car. Sure, some of us use ours every day, but such rare exceptions to the rule have no perceptible influence in the big picture.

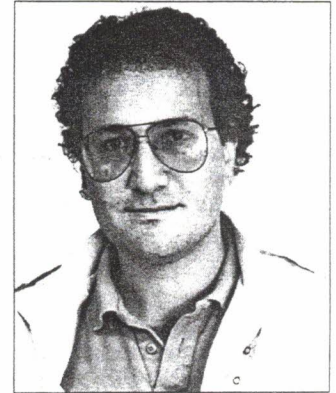
Proposed in Arizona are registration fees based on how much a vehicle pollutes. The average would be \$40, with up to \$400 for a "high-polluting" (with no emissions equipment) vehicle, albeit one that is obviously not running improperly and easily fixed. A perfect-running fifties or sixties British sportscar could cost over \$400 per year to register, even if used only a few miles per year! A twist on this one is an idea to charge a \$300 annual fee to vehicles ten years old and over, and \$50 for newer ones. Another proposal is a 1¢ per-mile tax across the board, figuring that the more a vehicle is driven, the more it contributes to the pollution problem. That one sounds fair enough, if you don't mind another tax...

I read recently where, in California, it was suggested to the EPA (by a person supposedly 'knowledgeable' in things automotive) that the obvious solution is to retrofit emissions controls to all older vehicles lacking them, as well as upgrading existing but ineffective systems on more recent models. Suggested were air pumps, catalytic converters, etc, being added to all cars without. Can you imagine your '65 MGB or '55 Aston Martin running around with all that equipment tacked on? It would take hundreds or thousands of dollars to re-engineer the cars to make them run properly with such devices! And power? What power? They'd not be able to pull the skin off the proverbial rice pudding!

Some of this sounds like utter nonsense. But if we do not make ourselves heard, make our facts and figures known, and put things back into the correct perspective, something - *something* - will be tried "as a temporary measure," as a "test program," and, like those once "temporary measures" we now know as income tax and the 55mph speed limit, our hobby will be suddenly and forever changed. And - although we'll point all sorts of fingers at all kinds of people - we'll know exactly who was to blame. Those who never tried to stop it.

So, what can you do? There are several things, but short of going into politics yourself (folks with grease in the pores of their fingers rarely get elected), you can influence those who have.

Continued on pg 52



Dave Destler

"The entire old car hobby is at risk; not immediate and not total, but the rumblings are there if you put your ear to the ground, and it will adversely affect you and me to some extent."

Note:

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It began for me early Friday morning, October 8, when I met C. Darryl Struth from Ventura for the drive to Sacramento. We departed from the Junction of Interstate 5 and Hwy. 126 around 7 AM, and motored into the early morning fog of the Grapevine.

It was a fine day for the trip, warm and sunny, and everything went smoothly with no problems on the road for the two of us. After six or so hours, we found ourselves in Sacramento at the already buzzing Radisson Hotel. By the time we arrived, the Funkhana and driving tours of Sacramento and the Gold country were already under way, Triumphs coming and going like a Chinese fire drill.

Just down the sidewalk was the event registration room, as well as the Moss Motors room and The Roadster Factory parts store. The Triumph Travelers staff did a good job answering questions and getting everyone into the swing of the event.

The Friday greeting party was a success as far as I was concerned because I was able to see a lot of old friends as well as making some new ones. Some of us even stayed up and closed the hotel bar!

For the first time, the northwest Triumph clubs came out in force for Triumphest. Cars came from the TYEE Triumph Club in Seattle, PTOA in Portland, a few from British Columbia, and a contingent from the Idaho TOADS.

Saturday morning we all got out and jockeyed our little beasties into a small lot across from the hotel, and the Funcours show began. Just as we got our displays set up and finished the last bit of polishing, the skies overhead opened up and dropped a little rain on the show, dampening both the cars and the people, but having little effect on the show and the judges. All went well, and we had a good time laughing about the weather. The day was really nice apart from the brief rain, and the Triumph talk flew from every corner of the event. There were vendors selling everything from parts to T-shirts, and many a good deal was made. As the Funcours broke up, the Rallye got under way. I didn't take part this time because I was having too much fun talking to go for a drive without a navigator.

As the day wound down, participants went off to their rooms to prepare for the Awards Banquet, which, like all Triumphest dinners, was full of laughter and loud talk. The awards were presented, and the Triumph Travelers hosts expressed their appreciation to all the participants. We were given a preview of Triumphest '94 by the event chairman from the Triumph Sports Car Club of San Diego, and it looks like next year's event will be another great one that you won't want to miss.



Continued from pg 5

First, sit down and write a one-page letter (shorter and it looks half-hearted, longer and it doesn't get read) to your congressman, and tell him that you support the noble cause of pollution reduction but feel that your hobby and/or livelihood (as the case may be) are at risk and unfairly being singled out as a major contributor to the problem. Tell him that the major proportion of polluting older cars end up in junkyards on their own, and do not need to be chased there with threats of massive taxes and yet-more complex government-funded programs. Those that are cherished and used by enthusiasts such as yourself, well past the age a car would normally last, are - in reality - used so little that they are the innocent victims of a misguided witch hunt. Advise him to veto any negative legislation regarding older cars as pollution scapegoats. Tell him you'll remember it come re-election time.

You can use your own words, too, but you get the idea. Another easy step to take in doing your part would be to join and/or support the organizations that are already out there, lobbying desperately on your behalf, so you, your children, and their children's children can enjoy these motorized artifacts that we love. Below are listed some of these organizations. Give them a call, see what you can do. They're car guys; they'll be glad to hear from you!

World Organization of Automotive Hobbyists (WOAH)

Eric Baltzer, President

P.O. Box 1331, Palm Desert, CA 92261-1331
619/346-1984 Fax 619/568-6354.

Council of Vehicle Associations (COVA)

Dr. Mark Warden, President

10400 Roberts Road, Palos Hills, IL 60465
800/CARS166 Fax 708/598-4888

Citizen's Alliance of Automotive Restoration, Recycling & Safety (CAARRS)

Len Athanasiades, President

4559 Granite Drive, Tucker, GA 30084
800/950-9503 404/493-6568 Fax
404/496-1949

Auto Restoration Market Organization (ARMO)

Anna Phillips, Legislative Affairs

P.O. Box 4910, Diamond Bar, CA 91765-0910
909/396-0289 Fax 909/860-0184

Antique Auto Coalition (AAC)

Rory Blake, Chairman

106 North Carolina Ave SE, Washington, DC
20003-1841
800/864-4567 Fax 202/546-3419 □

FROM THE EDITOR.....

Well here we go.....my first issue. I've had 60 days to think about all the things I'd like to do with this opportunity. The Board and I kicked around alot of ideas----we made big plans. Unfortunately this issue won't be quite as elaborate as I had hoped.

I had written a column to welcome the new members.....so did Ron.....and Claudia mentioned them in the minutes. We were planning a "Member of the Month" kind of feature. Ron was going to be the first one featured. But as the time of publication grew near, Ron hadn't had time to write a "Coventry Corner".....so the information I had hoped to use about Ron was used in the President's message. So I trashed my reduntant articles.

But that's okay. No need to make excuses. There was an abundance of contributions this month.....more than enough to fill the pages. There's the Willow Springs Calendar that I lifted from the Bakersfield British Car Club newsletter. Please read the special insert about the attempt to legislate your collectible auto into the junk yard....or tax it into oblivion. (copied with permission from British Car Magazine) And C. Darryl Struth made a copy of the Triumphest event report from the Triumph Tribune.

NONE THE LESS.....I do have ambitious plans. I intend to do a "Member of the Month" feature alternately recognizing high-profile members and new or infrequently seen members. If you would like to nominate a member-----or better yet.....write a profile and/or send a picture or two----please do.

I would like to see more tech articles.....but the reason I would like to see them is because I don't have the ability to write them. If you see a good one....steal it and send it to me. If you'd like to relate an experience in problem solving.....please do. I've even got someone lined up to answer tech questions. Send me a question----I'll try to publish a response.

The single most important feature in this issue is the pull-out questionnaire. it combines membership information to fill the gaps in the Club Roster and questions that we hope will assist the Board in doing a better job of fulfilling the membership's preferences in regards to activities/events etc.

So PLEASE take a few minutes to complete the questionnaire and return it TODAY !!!! The greater the response and the sooner we get it, the more useful the information will be.

There was a 1st minute change in the Calendar of Events. Don Greene has graciously agreed to postpone the Annual Hill Climb Event in order that the Rogers and the Norths can use that date to attempt to top last year's highly touted, extremely successful Conejo Valley Run. At this point, I do not have the new date for the Hill Climb. When I get it....you'll get it.

Thanks for reading.....I'll see you at the meeting !!!!!!!!!!!!!!!!!!!!!

65
THE CLEAR HOOTER!

6

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Central Coast Classifieds

"For Sale" and "Wanted" ads are available to all members at no charge. Each ad will run for 3 issues only unless renewed by the 15th of the third month.

Ads are available to non-members for a fee of \$5.00 for 3 issues. Please mail payment and ad copy to the Club address. Thanks !!!!

January Ads:

For Sale: 2 Triumph Spitfires. 1971 & 1973 (1500 cc) Both cars run; both need new tops and misc. repairs. Between the 2 cars you have one great project car. Only the 1971 is registered. Asking \$500 each. Call Ingrid in Lompoc at 736-7262

For Sale: 1965 TR4. Red with tan interior. Show car with many awards. \$10,800. Serious buyers only. Call Rick Vigil at 818-707-0470

For Sale: 1981 TR8. 80K original miles. One owner. White with blue top. \$6,500. Call Cindy Hinds at 805-495-7770

For Sale: 1964 TR4. Disassembled but complete-- plus many spares. Good project car. \$1,800 for everything. Call Tom German at 805-644-4565 day or 805-646-2130 after 6:00 PM

For Sale: Two TR7's. One good and one 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: 1951 Triumph Renown. Complete documentation. 100% complete car. \$13,000. Call Bob Klope at 805-653-7233

For Sale: 1979 TR 7 Convertible. Near mint. 41K original miles. Silver. Call Jim in Bakersfield at 805-397-3621

More January Ads:

Wanted: TR 6 PARTS: radiator stay - Triumph part # 147574 ; 1 or 2 steel wheel 5 1/2 x 15 Triumph part # 311243 - must be straight ; factory hardtop Triumph part # 575645. Call Steve Drury in Newbury Park at 805-499-4105

HELP WANTED:

EVENTS COORDINATOR FOR CCT.

Position as liason primarily involves maintaining knowledge of status of various events and reporting the needs of the sponsors and the availability of supplies and/or assistance.

Salary: same as club president

To apply: call any Board member

ADDITIONAL OPPORTUNITIES:

Many positions open for May 15th Annual All British Day sponsored by CCT : ticket selling, food prep, food sales, set-up, clean up, parking & more !!

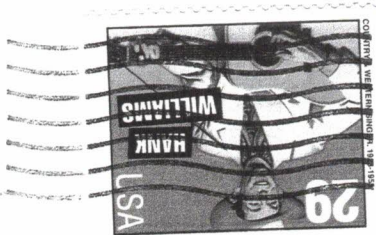
To apply: call C. Darryl Struth or Claudia Diebolt

Forward and Address Correction Requested

Ron & Carmen Kibbe
Mar 94
862 Yale St
Santa Paula CA 93060

Check your mailing label for membership expiration date!

FIRST CLASS



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