

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



APRIL 1994

May 1994

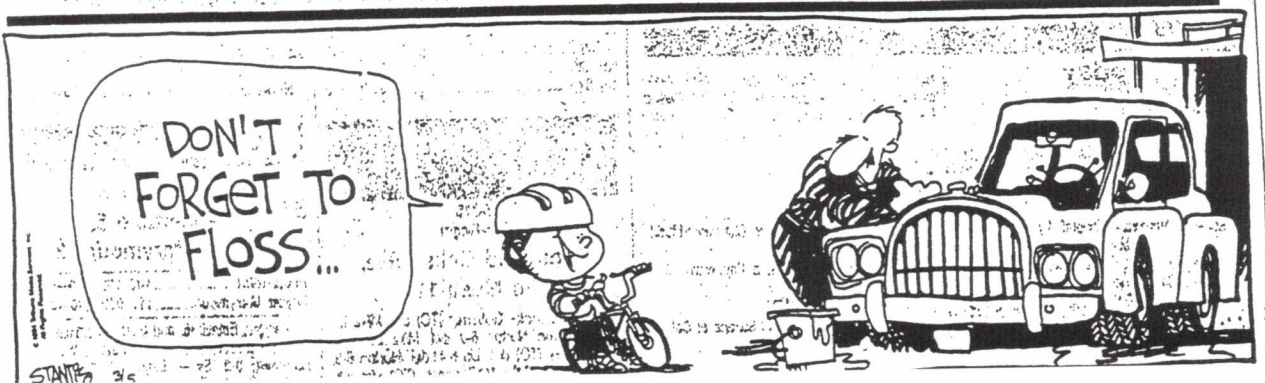
Volume 11 No. 4

Calendar of Events :

Special Double Issue !!!

- | | | |
|------------------------|---|-----------|
| <u>May 28</u> | Highland Games/SCTOA Car Show,
Orange County Fair Grounds
Call Steve 310-306-7533 or Bob 714-830-4427 | |
| <u>June 1</u> | Central Coast Triumphs Monthly Meeting
See page 2 for location & time | |
| <u>June 16-19</u> | The 2nd Annual Moss British Car Festival
Flyer enclosed or call Harry Haigh 800-235-6953 | CCT EVENT |
| <u>June 25</u> | Annual Clutch Burning Hill Climb | CCT EVENT |
| <u>July 13</u> | Tea & Crumpet Rallye | CCT EVENT |
| <u>August 7</u> | Progressive Garage Party and BBQ at the Drurys.....Mark your calendars today ! | CCT EVENT |
| <u>August ? TBA</u> | Wheels & Wings British Meet; Santa Monica Airport | |
| <u>August 25-28</u> | Pebble Beach Concours | |
| <u>September 17</u> | Moss "Fall Classic" All British Day.....
featuring Triumph | CCT EVENT |
| <u>September ? TBA</u> | Palo Alto All British Car Meet | |
| <u>Sept 29-Oct 2</u> | Triumphest----Princess Resort Hotel - San Diego
Room Reservations (619) 274-4630 | CCT EVENT |
| <u>November ? TBA</u> | CCT Teddy Bear Run | CCT EVENT |

THE BUCKETS



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.

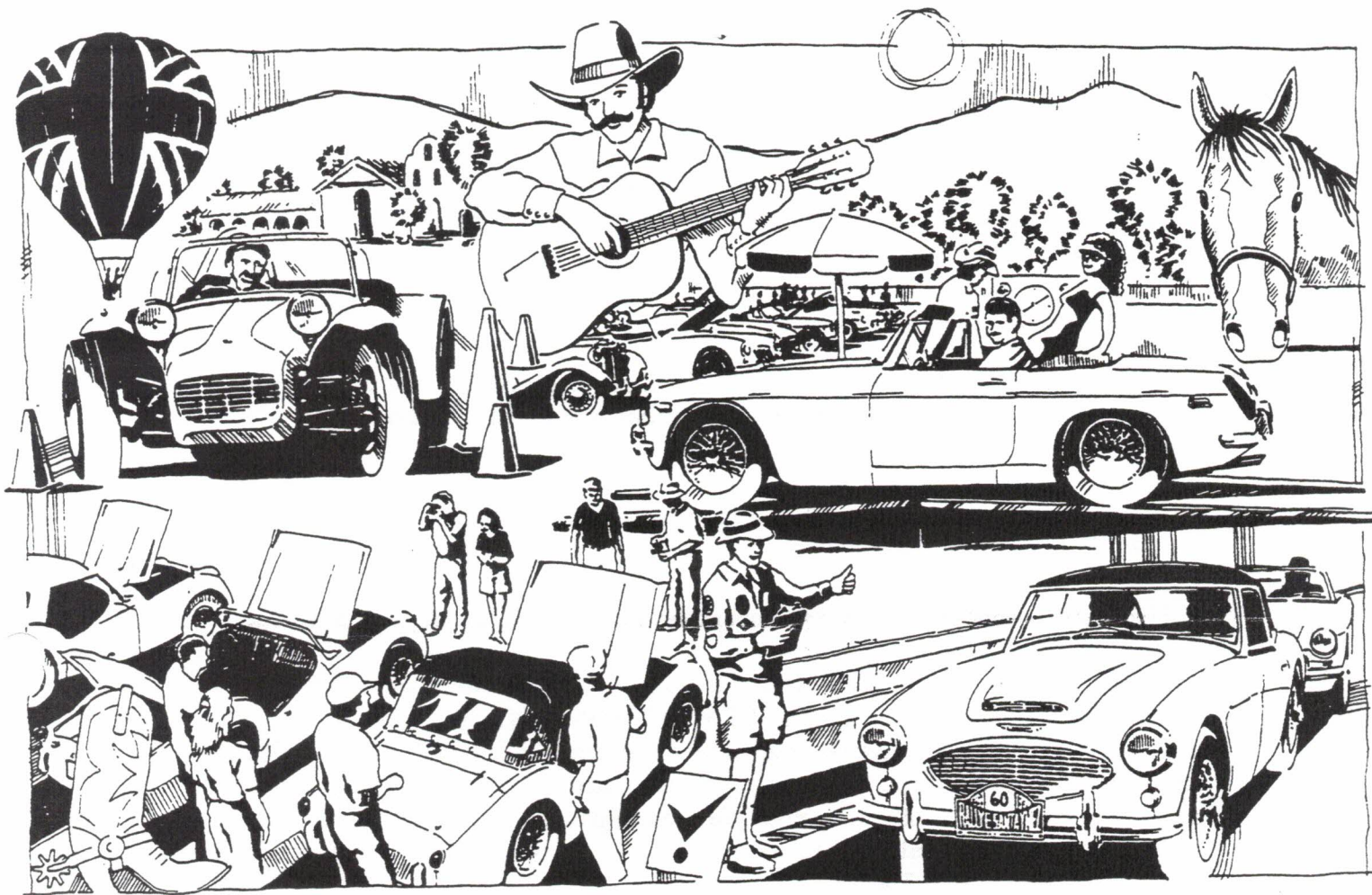
Monthly Board Meetings will be held on the following dates at 8 PM at Loops Restaurant 2350 S. Victoria Ave., Ventura.

- | | |
|--------------|----------------|
| 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.

MARK YOUR CALENDAR FOR JUNE **16** **17** **18** **19** 1994

The 2nd Annual **MOSS BRITISH CAR FESTIVAL** returns in June with longer days and warmer nights!



Don't miss the fun with something for the whole family.

- Beautiful Santa Ynez ranch location
- BBQ, live bands and dancing
- Rallies, both fun and navigational
- Slalom
- On-site RV parking and camping
- Car corrals and show
- Tours, sight-seeing and hayrides
- Funkahana and much more

Clubs! Make this your June event.

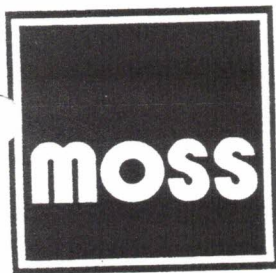
Club hospitality areas available • Pinewood derby racing • Rallye teams

For more information & registration packages, call or write Harry Haigh
Moss Motors, Ltd.

British Car Festival

P.O. Box 847 • Goleta, CA • 93116-9988

800-235-6953 • 805-967-4546



Meeting Minutes - April 1994

The April 6th meeting was called to order by President, Ron Kibbe at 7:20 p.m. and there were 25 members present. The attendance has been exceptional the last several months and it is greatly appreciated. Three new members were introduced - Jerry Standefer with a MG Midget, Randy Horne with a TR7 and James Karlsen with a spitfire. Welcome!

Treasury report - \$3670.71 in the working fund.

Past events include Camarillo Goodyear Tire Store promotion and car exhibit. This was held on April 2nd and was a spur of the moment event that turned out quite successful.

Now a past event is the Moss Motors Spring Classic on April 9th for all British cars but featuring MG's. A great turnout and a lot of fun - thanks Moss Motors.

Upcoming events - again read the front cover for details but the highlights include the British Car Day at Woodley Park (this no doubt will be a past event by the time you get this) on April 17th. The second Annual Conejo Valley Run is April 23rd and time is running out if you haven't sent in your R.S.V.P. This event is hosted by the North's and the Roger's and you are guaranteed a great time and great food. The 4th Annual Ventura All British Day is May 15th. Send your application in early and save \$\$\$\$\$\$. We still need volunteers to help with this event. We need help cooking and selling hot dogs and sodas, maning the registration and information booth and working the front gate. Don't be shy - we need your help. There will be a pre-show bar-b-que at my house on May 1st for all volunteers.

Other news - Bob Klope and Tom Culbertson are now part of the TRF (Roadster Factory) race team and they have a big overnight race coming up. Good luck Bob and Tom.

The meeting was ajourned at 8:15 p.m.

Meeting Minutes - May 1994

The May 4th meeting was called to order at 7:20 p.m. by vice-president Herb Freidman. While attendance was not as great as in the past months - we appreciate those that did make it. Jack & Sally - glad to see you back!

Before the meeting officially began, Barbara Orr, from 96.7 radio station (The Bus) talked about how successful the car exhibition was at the Goodyear tire store in Camarillo last month. Both the radio station and the tire store owner were vary happy with the outcome of the spur-of-the-moment event - and we got alot of free publicity for our upcoming car show.

Past events include the Conejo Valley Pirate Run hosted by the North's and the Roger's. As predicted - it was a great time. The food was terrific and the rallye was grueling. Harvey, Marylou, Bill and Carole - you outdid yourselves again!!!! Thank you for a great day.

Upcoming events include the 4th Annual Ventura All British Day (a past event by the time you get this). We appreciate all of you that have volunteered your time to make this successful. I hope those volunteers that attended the pre-show bar-b-que had a good time.

May 28th is the British Highland Games in Costa Mesa. The caravan will leave Charlie Brown's at 6:30 a.m. and will do a "fly-by" in Thousand Oaks at Rancho Road car pool lot at 7:30 a.m.

June 15th through June 19th is Moss Motors Summer Festival. Don't miss it - it was a lot of fun last year.

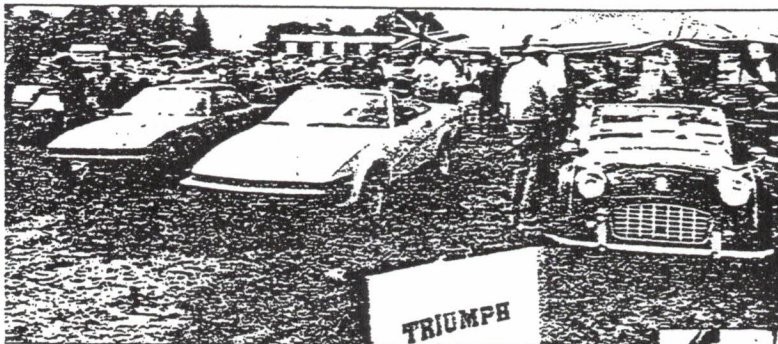
Sept. 28th through Oct. 2nd is Triumphest in San Diego and on Oct. 2nd is the car show at Del Mar. Get your reservations in now. The hotel may be a little pricey but it is beautiful and well worth it (and very close to Sea World).

The meeting was ajourned at 8:20 p.m.



TRIUMPH OVER

The British invade
Middle America

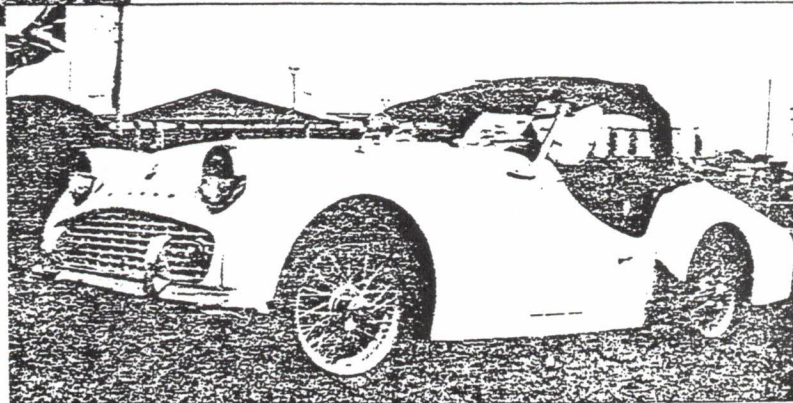


CAR

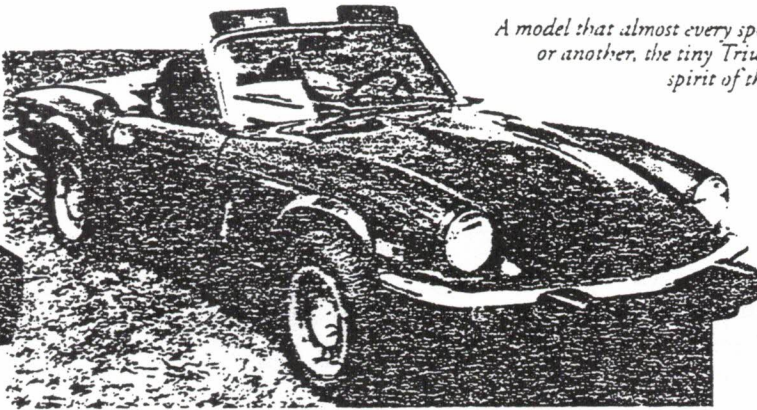
by Dennis Adler
PHOTOS BY THE AUTHOR

Triumphs from all across the eastern seaboard toured to Carlisle last May. Nearly 100 postwar models were on display over the three-day event.

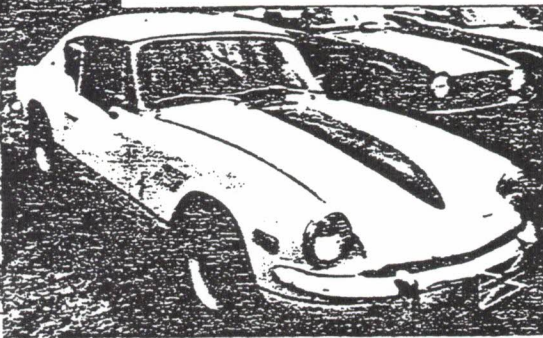
CARLISLE, PENNSYLVANIA. That bastion of Middle American car culture has been invaded. On the vast, flat, grassy fields where American car enthusiasts make their annual pilgrimage to rummage through countless bins and tables piled high with parts from nearly extinct cars, peruse hundreds of collectible makes and models for sale, and leaf through one of the best selections of automotive memorabilia in the country, there were now rows of red, white and blue Union Jacks rippling in the heavy spring breeze, and nearly 100 vintage Triumphs parked on the hallowed ground where countless tons of Detroit steel have convened for almost two decades.



John Krause's 1960 TR3A is a finely restored example of Triumph's early effort. The TR3A was the last of the original design, based on the 1952 TR1 proto type.



A model that almost every sports car lover wanted at one time or another, the tiny Triumph Spitfire embodied the very spirit of the original '50s-era TRs.



The Spitfire-based GT-6 is arguably the sportiest 2-2 coupe ever built for the money. Introduced late in 1966, they were equipped with a six-cylinder engine and fitted with a coupe body similar to Triumph's Sebring GT cars of the year before.

100 cars for the three-day event. (This year's event is from May 13-15.)

John Krause, president of the Central Pennsylvania Triumph Club, said this was one of the largest gatherings of postwar models in years, with examples of the TR-2, TR-3, TR-4, TR-250, TR-6, TR-7, TR-8, Spitfire, GT-6 and Triumph Stag on display. "The only car missing was the fuel-injected, six-cylinder TR-5, which is very rare in this country," explained Krause, "because they were originally built exclusively for the European market."

Triumphs, despite their smart styling, respectable engine performance and swift handling, are often overshadowed by both the popularity and collectibility of MG and Austin-Healey models. However, within the small but expanding circle of Triumph enthusiasts in this country, the little two-seaters from Coventry are becoming very collectible. Krause, who owns several Triumphs, including the white TR-3 featured in the accompanying article, says the cars are not as readily available as one might think, and you have to look for well maintained or restored examples. Cars that need restoration are very inexpensive, but the cost of

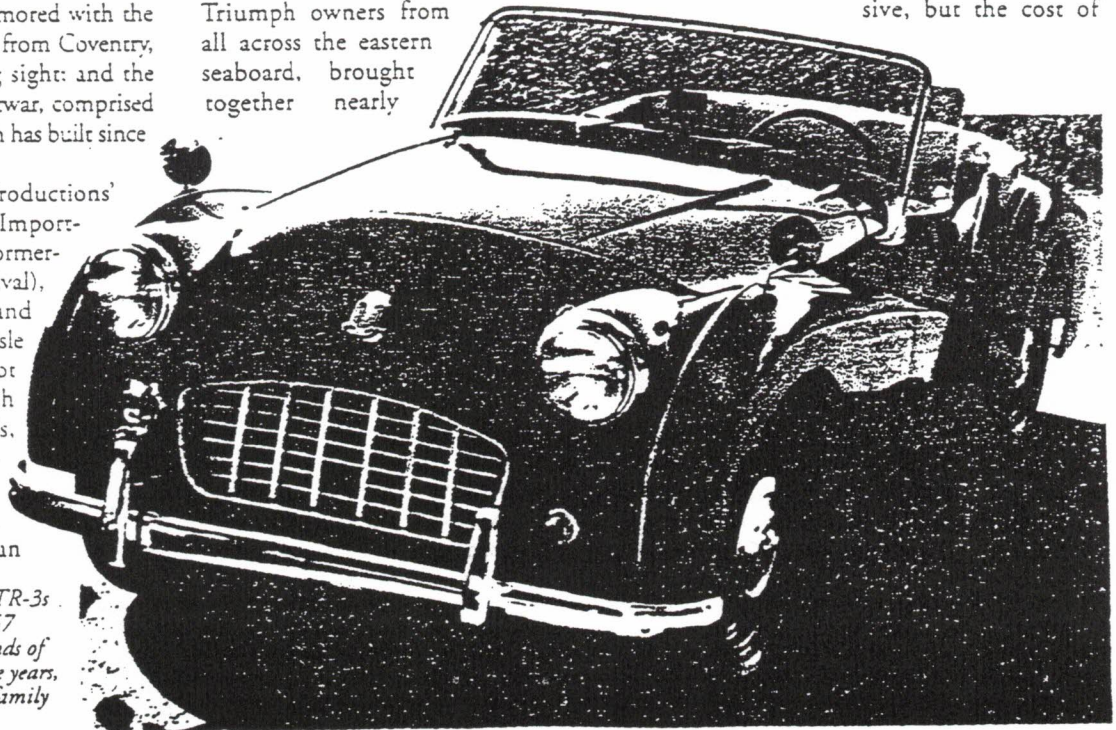
and American kit and replica cars. Featuring one of the largest individual marque displays at Carlisle last year, the Central Pennsylvania Triumph Club, along with

CARLISLE

Surely, for anyone enamored with the compact little sports cars from Coventry, this was a chest-swelling sight: and the selection, exclusively postwar, comprised the very best that Triumph has built since the 1950s.

As part of Carlisle Productions' 1993 event, the Import-Kit/Replicar Nationals (formerly the Import Auto Festival), inaugurated in 1986 and held each May, the Carlisle fields were filled with not only Triumphs but with Jaguars, Citroëns, MGs, Alfa Romeos, Austin-Healeys, BMWs, the odd Volvo and Pantera and over 100 European

Triumph owners from all across the eastern seaboard, brought together nearly



One of the oldest original TR-3s on the road today, this 1957 model has traveled thousands of miles on club tours over the years, and has been in the same family since the early '70s.

putting them back into shape isn't, unless you're capable of doing most of the work yourself.

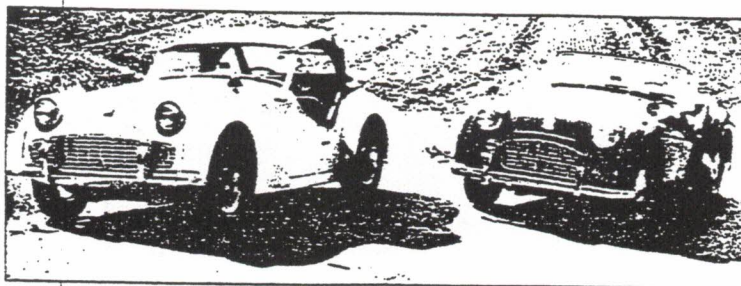
Says Krause, "A good original or well restored car is a far better way to go at today's prices." And those prices, he admits, along with other Triumph owners, are down from a year or two ago. According to collectors, now is the right time to buy because the prices are as low as they will likely ever be. "In the British car market, Triumphs are considered on a par with MGs and just a step below Austin-Healeys," says Krause, adding, "Triumphs haven't dropped as much as many of the more expensive cars, so most people can afford them, even completely restored."

An affordable entry-level model is the Spitfire 4, first introduced in 1961 and built through 1967. They run around \$3000 to \$5000 in nice condition. At the

high end of the market are cars like the popular TR-3, introduced in 1955; TR-3A, introduced in 1958; TR-3B, brought out in 1961 concurrent with the new TR-4 model; the very rare TR-250; and interestingly enough, the late-model TR-8

convertible. "The TR-8," explains Krause, "has become very collectible. The prices are around \$10,000 to \$12,000. Two years ago, good examples were bringing from \$12,000 to \$15,000." Even the rarest models, like the TR-3, one of the

TRIUMPH TR-3 AND TR-3A



The cars that built Triumph's early postwar reputation in America, the sporty little TR-3 (right) and TR-3A. Triumph virtually dominated E-Production racing in the '50s, and for the most part, a good share of the very desirable U.S. sports car market that was taking shape. By July of 1953, TRs represented half of Triumph's production, and after 8600 TR-2s were built, the TR-3 took over, followed by the further improved TR-3A in 1958, combining to total over 75,000 cars, nearly two-thirds of which were sold in America!

A look down the road from which the Triumph TR-3 had come, historically speaking, was one filled with great accomplishments, achieved in a very short time. Its design was a second rendition when it premiered in 1955, following the success of the TR-2, introduced at Geneva in March 1953, and based on the experimental Triumph

20TS (TR-1) Prototype, exhibited at Earls Court the previous year.

Breaking away from prewar styling themes, the sporty new Triumph TR-2 was round and shapely up front, with an upswept fender line, partly buried headlamp pods and a hollow grille cavity. At the rear, the fenders kicked upward from just behind rakish, deep cut-down doors, and flowed around into a sloping tail accented by four small taillamps, a tidy little trunk and just a hint of bumper at either corner.

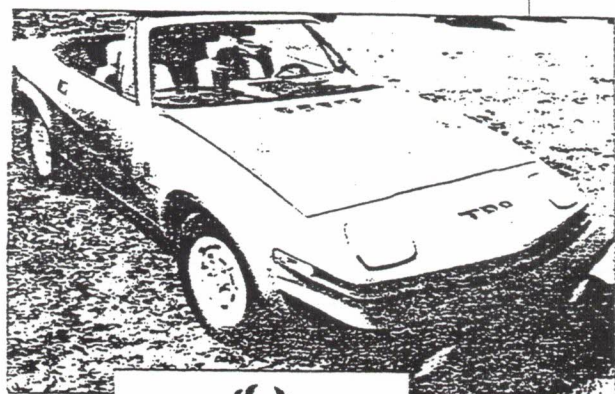
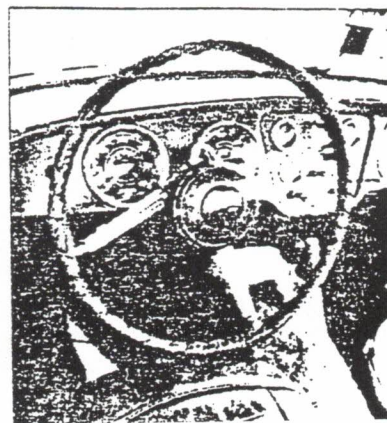
The TR-1 Prototype had suggested a traditional Morgan-style rear treatment with the spare recessed into the deck, and no trunk at all, but comments noted at the Motor Show persuaded Triumph to redesign the rear of the TR-2, add a few cubic feet of luggage space, and conceal the spare in a lower compartment.

Following its introduction in 1953, the TR-2 quickly entrenched itself in the hearts and souls of sports car enthusiasts. *Road & Track* nicknamed the car "Tiny Rapid 2," and went on to proclaim its virtues in review: "The acceleration seemed jet assisted...the TR-2 will out-drag any stock American car from a standstill...roadability above average, riding qualities good...a very favorable first and lasting impression. Aside from the rare and expensive cars, the Ferrari or the Frazer Nash, the TR-2 should have a field day in Class E events. It should have a field day as well at the corner stop lights..."

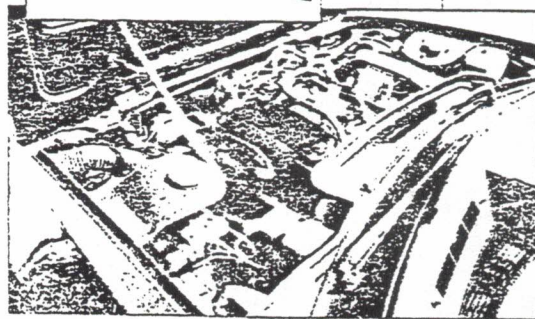
Re-T was right on the money. Until the advent of the more powerful A.C. Ace, which was moved up to Class D in 1960, Triumph's TR-2s and -3s virtually dominated E-Production racing and, for the most part, a good share of the very desirable U.S. sports car market that was taking shape in the early '50s.

In order of ascendancy, there were the XK Jaguars, MGs, Austin-Healeys and Triumphs. The American market was proliferate. By July of 1953, TRs represented half of Triumph production, and after 8600 TR-2s were built, the TR-3 took over, followed by the further improved TR-3A in 1958, combining to total over 75,000 cars, nearly two-thirds of which were sold in America!

The TR-3's interior was simple and straightforward, in typical British tradition.



3.5 LITRE



Powered by a 3.5-liter V8, the Triumph TR-8 (right) was the last of the great TR models to come to America. Today, these dramatically styled, eight-cylinder cars are growing in popularity among collectors. Total production of the TR-8 was limited to 2497 cars; of that number 2308 were sold in the U.S., leaving only a handful in England, where today they are in good demand.

most collectible and truly enjoyable early Triumphs built, are reasonably priced today. A car in extremely good condition will only demand a mere \$10,000 to \$11,000; a number-one condition TR-3 perhaps as much as \$20,000, but even at

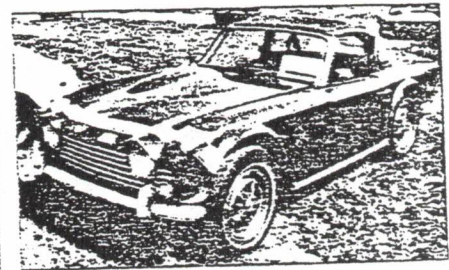
that, it is a lot of car for the money considering the styling, performance and heritage of these early postwar Triumphs.

Within the last year, asking prices for TR-3s reached a high of \$35,717 for an ex-works team car, and an average of

\$18,000 for well-restored examples.

The most popular Triumph model of all time is the TR-6, according to the number of models at Carlisle and the opinions of their very proud owners, who consider them the best cars the British automaker ever produced. A very nice example is still well under \$10,000 today, and the very best are only asking \$15,000 on average. As a footnote to the popularity of this model, the very last TR-6 built was recently offered for sale at \$50,000. That's the original unrestored car with zero mileage on the clock since leaving the factory!

Running a close second behind the TR-6 is the TR-4 and 4A, which were designed for Triumph by Giovanni



One of the rarest of all TR models, the TR-250 was built on the TR-4A platform but fitted with the new six-cylinder engine that would appear in the 1969 TR-6. The TR-250s were only built in 1968, with a total production of 8484 cars.

The TR-3 smoothed out some of its predecessor's rough edges and was immediately set apart from the first Triumph roadsters by a small eggcrate grille, filling the open cavity that had been a focal point of the TR-2. The -3s improved engine delivered 95 bhp and was capable of 105 mph in top gear.

In 1956, Triumph added disc brakes to help pull these little heilions down to a stop. The TR-3A added another five bhp to the four-cylinder engine's output, increasing the car's top speed to an impressive 110 mph.

(Through the use of a wet liner, which is the cylinder bore, Triumph was able to make a larger bored engine for the TR-3A and get more compression out of it. Triumph used the four-cylinder wet liner design from the TR-1 all the way through the TR-4A in 1967 as a means of modestly increasing output without having to redesign the engine.)

The interior layout of the Triumph was also improved on the revised TR-3A models, and some of the archaic traits found on early cars, such as the use of an old-fashioned "turn key" to open the hood and trunk, were replaced with more conventional mechanisms, along with the advent of a TR first—exterior door handles!

TR-3A models are easily distinguished from those of earlier vintage by the size of their grille openings. The -3s had a small-mouth grille set between the bumper uprights, with corner lights located at the outer edges, while the 3As sported a wide or large-mouth grille extending between the front fenders, with the corner lights mounted inside the grille.

Throughout the 1950s, TRs achieved an almost astounding string of successes in motorsports competition: The Alpine Rally, the Rally of Britain, Sebring, Le Mans, the Ulster T.T., the Circuit of Ireland, dozens of two-liter record runs, the Liege-Rome-Liege, Monte Carlo and the Tulip and Scottish Rallies.

In sheer quantity of silverware, Triumph TRs ran up a record in European sports car racing, and in SCCA, that few single models of any make can match.

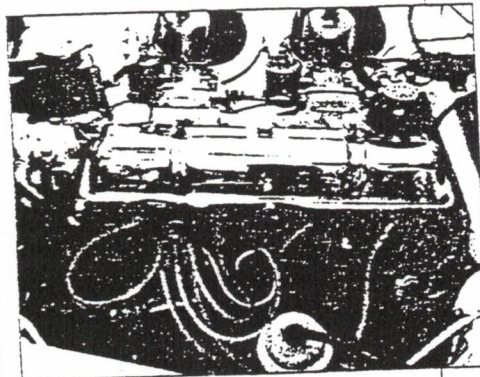
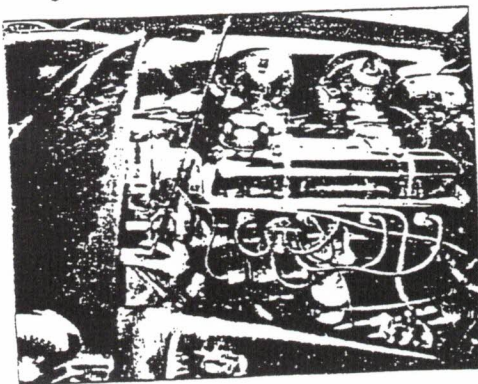
The black 1957 Triumph TR-3 is owned by Sue Hand. The car is almost completely original and has been in her family since the early '70s. The early TR-3 models, such as this car, are distinguished by the small-mouth grille and absence of exterior door handles and a trunk handle.

The white Triumph TR-3A is a 1960 model owned by John Krause. At a glance, the larger front grille is apparent, along with the addition of such convenience features as door handles.

Our thanks to John Krause, Sue Hand, Kathy Hartzell of Carlisle Productions and the Central Pennsylvania Triumph Club.

This year's Carlisle Import-Kit/Replicar Nationals is from May 13-15. For more information, call (717) 249-0455.

The TR-3's improved engine (black car) delivered 95 bhp and was capable of 105 mph in top gear. The TR-3A (white car) added another five bhp to the four-cylinder engine's output, increasing the car's top speed to an impressive 110 mph. Through the use of a wet liner, which is the cylinder bore, Triumph was able to make a larger bored engine for the TR-3A and get more compression out of it. Triumph used the four-cylinder wet liner design from the TR-1 all the way through the TR-4A in 1967.



Michelotti. These sporty predecessors to the TR-6 have been bringing an average of \$15,000 to \$17,000 for well-restored examples and just under \$10,000 for those in good condition.

The bargain car in the Triumph stable right now is the Spitfire-based GT-6, which is arguably the sportiest 2+2 coupe ever built for the money. Today, they range in price from just under \$5000 to well-restored examples asking less than \$10,000. Introduced late in 1966, they were equipped with a six-cylinder engine and fitted with a coupe body similar to Triumph's Sebring GT cars of the year before. The GT-6 had quick, agile acceleration, good handling and a very respectable top end of over 100 mph when equipped with the Laycock overdrive. By comparison, the GT-6 is far more rare today than MG models from the same era.

The sleeper in the Triumph series is the TR-250. And this is probably the car to buy today, if you can find one. Only 8484 were made, and it was only produced for one year, 1968

CARLISLE

◀ 113

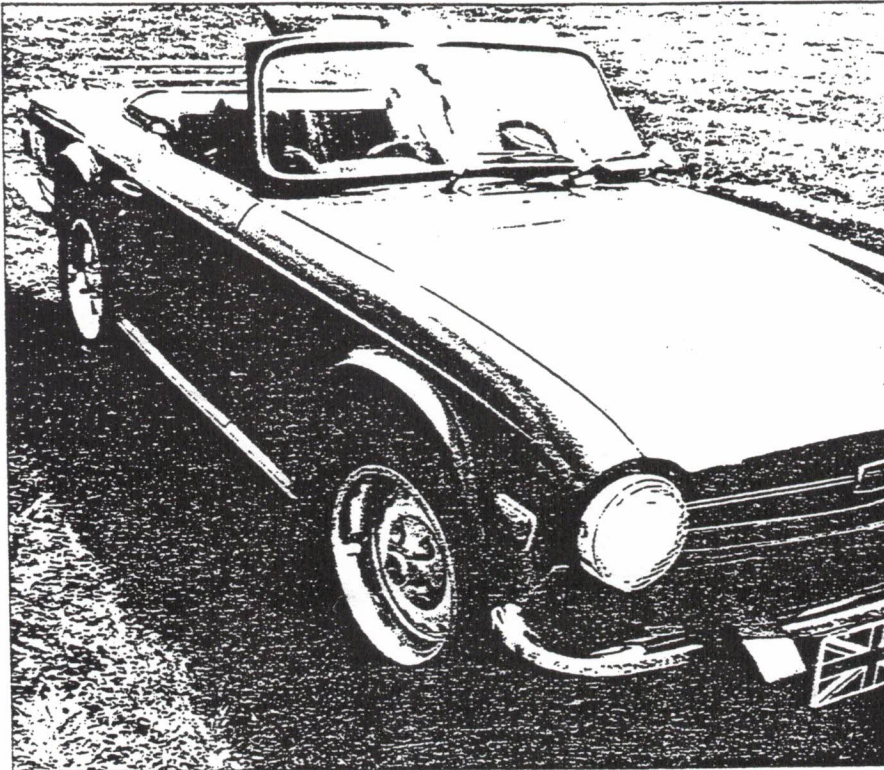
The TR-250s used TR-4A bodies, fitted with the 2000/GT-6 engine stroked to 2498 cc, through a revised head design

with larger valves and ports. Although horsepower remained relatively unchanged, torque was significantly

increased from 128 ft-lb at 3350 rpm to 152 at only 3000. Fuel injection was standard on European models, which were cataloged as TR-5s rather than TR-250s. The cars delivered 150 bhp, 165 ft-lb of torque and a 120 mph top speed. Only 294 TR-5s were manufactured. The export TR-250 bodies were distinguished from the TR-5s by a special silver racing stripe around the nose of the car, different grille and badging.

The TR-250s and even rarer TR-5s have very good investor potential, according to Triumph owners and collectors. They are extremely hard to find but are well worth the search, since their values can

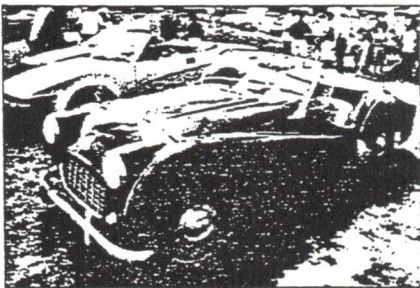
116 ▶



One of the most popular of all Triumph models, the TR-6 is considered by owners to be the best car that the British automaker ever produced. Powered by the six-cylinder engine introduced in the 1968 TR-250, the TR-6 became one of the best-selling models in Triumph history.

CARLISLE

◀ 114



One of the oldest original TR-3s on the road today, this 1957 model has traveled thousands of miles on club tours over the years, and has been in the same family since the early '70s.

only continue to increase with the passing of time. The longshot today would be the TR-5, of which there are probably fewer than 10 in this country! As for price, none have changed hands in some time, so it is truly a seller's market.

The one model that really stands out as being different is the Stag. We call it the eclectic collector car: Triumph called it their "SL." The Stag was introduced in 1971 and built through 1973 for the American market, and until 1977 in Europe. Curiously named and even stranger looking, the Mercedes SL was the only car Triumph could even remotely compare the Stag to for its conglomerate of characteristics: almost a four-seater, almost a convertible, almost a sports car, almost good looking. Designed by Michelotti in 1966, it was built on a shortened Triumph Mark II sedan platform. The Stag came with a soft convertible top that stowed under a built-in tonneau, an additional removable hardtop and an integrated, padded roll bar. Although powered by a 3.0-liter V8 engine, the design of which is another story altogether, the Stag suffered from shoddy construction, con-

stant engine problems, poor aerodynamics and, in the opinion of most enthusiasts, unglamorous styling. Today, there are very few Stags on the road, and as collectible cars they have yet to come into their own. Values for good examples range from \$8000 to \$10,000. Triumph sold 25,877 Stags over seven years, but only 6780 went to the United States.

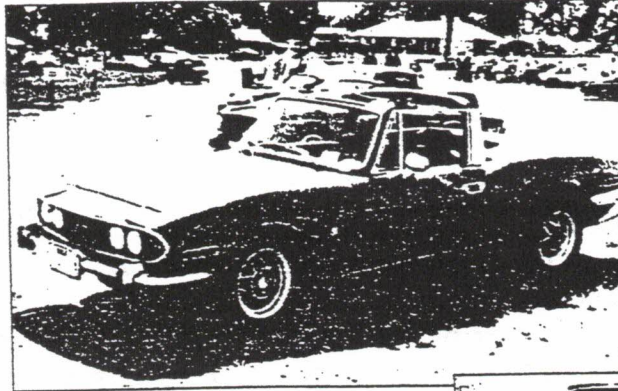
The most overlooked and unwanted car is none other than the TR-7 coupe, followed closely by the TR-7 roadster. Says Krause of the first wedge-family cars, "The TR-7 coupes were not very good, and when the roadsters arrived they suffered for the coupe's shortcomings. The later TR-7 roadsters, however were actu-

ally very good cars and one of the nicest driving Triumphs of all. You can find really good examples today for under \$5000."

The rarest TR-7 model produced was the limited edition Spider. They were all black, fitted with special wheels and a distinctive interior. Good examples bring around \$6000. If you're going to buy a TR-7, the Spider has the greatest potential for future appreciation.

The last car in the series, the TR-8, is fast becoming the hottest Triumph model you can buy today. Introduced in 1979, they were only produced through 1981, and in very limited numbers. Power for the new Triumph model came from an aluminum-alloy V8, based on the Buick 3.5-liter design being used by Morgan in the Plus 8, and by British Leyland in the Land Rover. The 133 bhp engine gave the Triumph Coupes and Convertibles unprecedented performance and, with nearly all of the TR-7's ills corrected, it proved to be an exceptional car. Unfortunately, it came too late to save the flagging British marque.

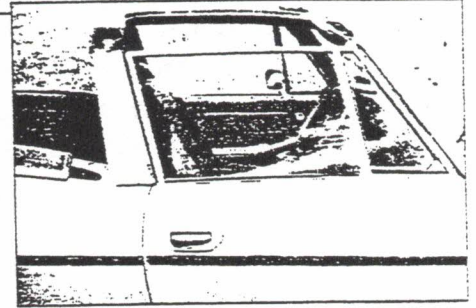
The TR-8 had the dubious honor of ringing down the curtain on one of Great Britain's most purpose-built sports cars.



Described as Triumph's "SL," the Stag was introduced in 1971 and built through 1973 for the American market, and until 1977 in Europe. Designed by Michelotti in 1966, it was built on a shortened Triumph Mark II sedan platform. The Stag came with a soft convertible top that stowed under a built-in tonneau, a removable hardtop and

Models produced in 1979 and '80 had carbureted engines except for those sold in California, which were fuel injected. In '81, all TR-8 models were fuel injected. In 1978, Triumph brought in 78 TR-8 Coupes for evaluation and testing. They had no distinguishing marks or badging and were later sold to a limited group of Triumph associates. These would be considered very rare today. In 1979, only 124 TR-8 Coupes were exported to America. In 1980, 158 Coupes and 1870 Convertibles.

For the final year of production, Triumph only exported 78 TR-8



Convertibles. Total production of the TR-8 was limited to 2497 cars, and of that number 2308 were sold in the U.S., leaving only a handful in England, where today they are in good demand. ❧



GOODYEAR TIRE CENTER

OWNED & OPERATED BY

MORSE TIRE, INC.

323 Carman Drive Phone: (805) 484-1035
CAMARILLO, CA 93010

Darryl, thanks for your participation in our sales promotion Easter weekend. Especially on short notice. It helped greatly in making it a huge success.

P.S. please thank the other members for me.

Regards,

Richard Morse
President

The Camarillo Goodyear - The BUS Radio Station Spur of the Moment Car Exhibit

A few weeks ago Barbara Orr of The BUS, 96.7 fm, radio station called and asked if I could get some cars to participate in an exhibit at the Goodyear Tire Store in Camarillo on April 2nd. (She was referred to me by the Pacific Motor Books store in Ventura). This was for a promotion the tire store was having in conjunction with the radio station and in return the club received more than 30 free radio spots promoting the Ventura All British Day in May. The radio station also was doing a live remote at the tire store and mentioned the show several times between 11 a.m. and 2 p.m. as well. Because it was such a spur of the moment event - I apologize if I wasn't able to contact you to see if you wanted to participate. I just didn't have the time to call everyone back who's phone was busy or leave a message on an answering machine.

Approx. 25 cars, from Spitfires to Cobras, showed up and we sold hot dogs and sodas, signed up new members and had a good time.

Thanks to those that participated.

Darryl

The Moss Motors Spring Classic

Moss Motors held it's Spring Classic on Sat., April 9th. in Goleta, featuring M.G.'s. We left Charlie Brown's late, as Darryl was on Morgan time, but arrived only a few minutes after 9 a.m. Our caravan consisted of 3 Midgets, 1 Morgan, 1 TR3A, 1 TR7 and 1 MGA venturing out on a typically British morning. The Stag was already there when we arrived. The weather quickly cleared to a beautiful sunny day and Moss Motors enjoyed a great turnout.

As awards go, Darryl received a 2nd place in his class (other British cars) for his Morgan and I received a 2nd place in my class (chrome bumper Midgets) for my Midget. The best part, of course, are the people you meet and the single common interest everyone has at a show like this. We didn't pass up the opportunity to hand out applications to the upcoming Ventura All British Day in May.

Claudia



KXBS BROADCASTING COMPANY
5200 VALENTINE RD., SUITE 230
VENTURA, CA 93003

TEL 805-644-6800
1-800-350-6800
FAX 805-644-6181

April 14, 1994

TO: Central Coast Triumphs
RE: Goodyear Remote

Dear Members,

I want to thank all of you in the Central Coast Triumphs for your club's participation in the Goodyear Remote on April 2nd. I would never have expected such a big turnout on such short notice and on a holiday weekend, too! Without your help there would not have been a remote. I know that it took a concerted effort to get the word out and extra work to set-up and staff the food booth. I can't thank you enough for that effort. Dick Morse has had other car clubs involved in some of his promotions, but was especially impressed with your club's friendliness and attitude, both individually and as a group. As for me, I second his opinion and hope to have the opportunity to work with you in the future.

Again, thank you for being there when I really needed some help. You were all great, the cars were beautiful and everyone that came by had a good time!

Sincerely,

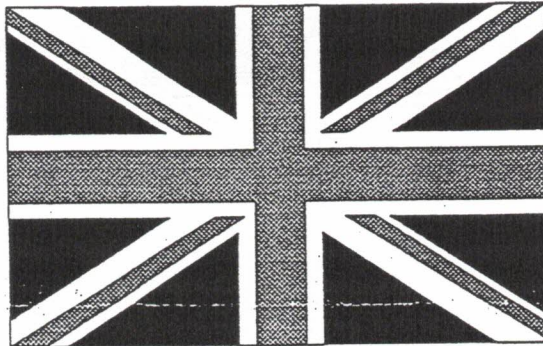
Barbara Orr

SAN DIEGO BRITISH CAR DAY 1994

The San Diego British Car Club Council is pleased to announce that the Fifteenth Annual San Diego British Car Day will be held on Sunday, 2 October 1994. The event's site will be at the famous Del Mar Racetrack in Del Mar, California. As an extra special attraction to this year's show, participants from Triumphfest '94 will be our special guests.

Triumphfest '94 will be held in San Diego from 29 September to 2 October 1994. Pre-registration price for this year's event will be \$9.00, when received prior to 9 September 1994. Day-of-event registration will be \$12.00. These prices continue to provide the attendee with the best value of any car show of its type in Southern California. Pre-registration forms will be sent out in the Summer to all known British car clubs on the West Coast. If you or your Club would like further information or would like to be added to the mailing list, please send your vital information, like name, address, and point of contact with telephone number to San Diego British Car Club Council, P.O. Box 112131, San Diego, CA 92111.

Last year's event was very successful with nearly 350 cars in attendance from all over Southern California and the Southwest. Gratifyingly, over 25 different British marques were represented.



In support of the marques, major US parts vendors like Moss Motors and The Roadster Factory, as well as manufacturers and vendors of unique regalia and providers of specialized services were in attendance.

Prizes are awarded to the best of each marque represented by at least three pre-registered vehicles, the best British "Beater", the long distance award for the car that came specifically for this event, People's choice of the most favorite car in attendance, and selection of the best of the prior year's best of marque winners.

San Diego British Car Day is one of the oldest All British marque car shows in the country, having been established as a San Diego county car club picnic in 1980. Since the beginnings as a local show, it has grown to bring in attendees from all over the Southwest, other sections of the US, as well as from outside the US. Southern California's deserved reputation as a haven for the British sports car, as well as saloons and tourers, provides a large selection of marques and numbers within the marques. Each year new vehicles come out of the "woodwork" to participate and bring new insights into the British automotive history.

MOSS *Motoring*

Under The Bonnet

Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this information may be rudimentary to old-time mechanics, we'll be exploring various short-cuts as well as talking about tricks-of-the-trade not mentioned in manuals. If you'd like us to cover a particular topic, please write to: Under The Bonnet, 400 Rutherford St., Goleta, CA 93117.

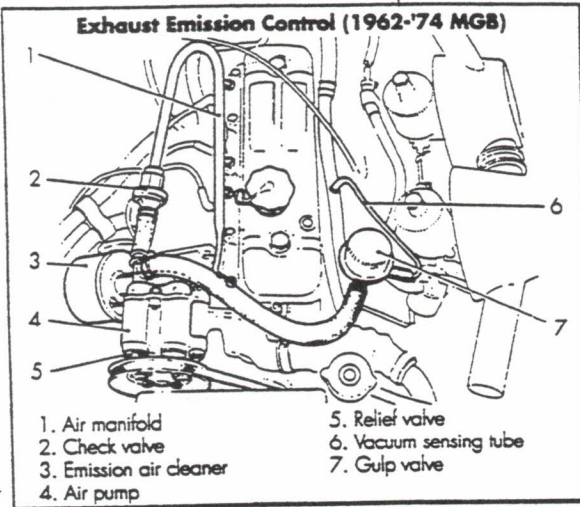
Emission Control- Crankcase Breathing and Evaporative Loss

Eric Wilhelm
Research & Development

Engine exhaust is the sole source of a vehicle's carbon monoxide (CO) and nitrous oxides (NOx) emissions, and accounts for about 62% of a vehicle's hydrocarbon (HC) emissions. In a perfect situation, the only emissions from a gasoline engine would be carbon dioxide and water. However, the combustion process within an engine is never complete. This incomplete combustion is the cause of the unwanted and dangerous exhaust emissions. An engine set up to run "clean", without any pollution control devices may be a theoretical possibility, but such an engine would be an intractable beast to use as a power source for a vehicle. Cold starting and acceleration, for example, require air/fuel mixtures much richer (i.e. more fuel) than can be properly burned. Deceleration produces an effectively rich mixture. Atomization of fuel is never optimum for complete combustion, and the means of ignition (sparks from the spark plugs) is rarely as good as it should be. In order to clean up the results of these inevitable pollution-producing conditions, exhaust emission control devices and modifications have become the most numerous and varied of all emission controls on a car.

The main exhaust emission controls are: exhaust port injection, intake manifold injection, exhaust gas recirculation (EGR), catalytic converters, and intake air temperature controls. Modifications to existing components and systems include vacuum advance cut-off and delay, leaner fuel mixtures, redesigned intake manifolding, reduced compression ratios, longer stroke, redesigned combustion chambers, camshafts with valve overlap changes, revised centrifugal advance curves, and other similar changes.

An air injection system consists of a belt-driven air pump, pressure relief valve, check valve(s), hoses, and an anti-backfire device (either a gulp valve or a diverter valve). The pump provides a continuous flow of low pressure air (typically at around 3 psi) into the exhaust ports. This air promotes oxidation of the unburned hydrocarbons and carbon monoxide in the exhaust gasses to produce water and carbon dioxide. Under conditions of high manifold depression (deceleration), the gulp valve or diverter valve will allow some of

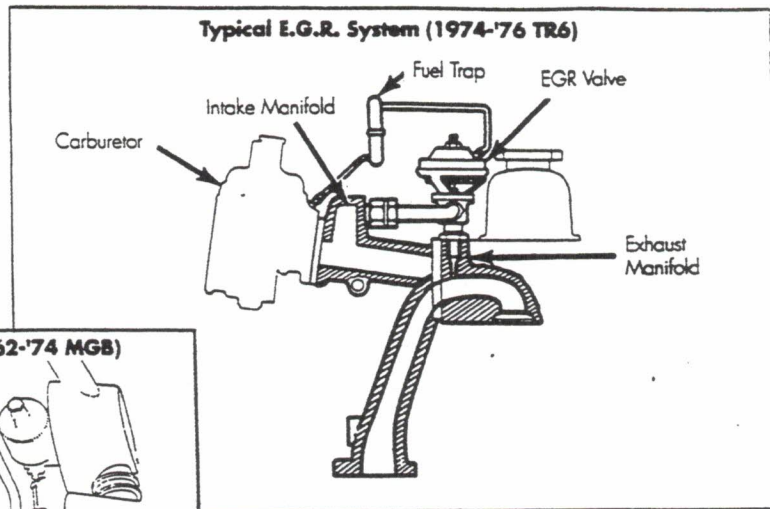


the air from the air pump into the intake manifold. This helps the carburetor's deceleration valve in controlling excessive hydrocarbon emissions by adding fresh air to lean the rich mixture caused by the deceleration (overrun) condition.

Catalytic converters are another control to minimize hydrocarbon and carbon monoxide emissions. These continue the job begun by exhaust air injection by using a catalyst (platinum or palladium) to further the oxidation of the unburned hydrocarbons and carbon monoxide, by essentially burning them, but at lower than burning temperatures. It must be noted that even small amounts of lead severely contaminate the catalyst material, rendering it useless, leading to blockage and mechanical failure within the converter. This condition quickly leads to loss of power, engine overheating, and expensive repairs.

Exhaust gas recirculation is generally the most effective means to control nitrous oxides (NOx) emissions. As its name states, this system recirculates a small percentage of exhaust gasses back into the intake system.

This reduces the combustion temperatures by diluting the intake fuel/air mixture. The main physical feature of this system is the vacuum controlled E.G.R.



valve, which opens during periods of low manifold depression (eg. high speed).

Intake air temperature controls use a temperature sensitive flap valve to give the engine warm air from around the exhaust manifold when the

controlled by throttle position, engine temperature, and manifold vacuum, or a combination of these, these systems can be relatively complicated, as on 1972-'74 TR6s. (Yes, all of those skinny black nylon tubes and rubber connectors do have important jobs to do.)

With more states requiring periodic emissions tests, it is becoming more important to properly maintain and repair emissions control systems if we want to continue to drive and enjoy our cars. Proper maintenance is not difficult, and helps to keep the air we breathe clean and our cars legal. A good place to start is by following the periodic maintenance schedule for your car (found in the Owners Manual and the Workshop Manual). Visual checks will often show problems such as crimped or torn vacuum hoses, loose connections, and broken components. A good

thorough "by the book" tune-up is an essential starting point for professional fine tuning and adjustments which require expensive and increasingly sophisticated test equipment. If we do not

If we do not do our part to keep our cars running "clean", we are likely to have them forced off the road.

do our part to keep our cars running "clean", we are likely to have them forced off the road.



"The zipper's for when I lock the keys inside."

BLACK CANYON RALLY RESULTS 23 Apr 1994

No	Driver	Navigator	Car	Club	Points	Place
4	Norma Odum	Dick Odum	Talon	NAD	25	1
2	Ron Rowland	Lorraine Rowland	240Z	CCT	36	2
1	Jeff Truttman	Cheryl Truttman	Taurus	CCT	40	3
12	C Darryl Struth	Claudia Diebolt	Morgan +4	CCT	43	4
5	Archie Gayer	Shirley Gayer	Jaguar XJS	NAD	46	5
6	Arnold Gorelick	Mark Gorlick	Lotus Esprit	NAD	47	6
15	Randy Horne	Jan Horne	TR7	CCT	48	7
3	Lloyd Hedden	Peggy Hedden	Le Baron	NAD	51	8
7	Bill Roper	Kenny Keeler	Spitfire	CCT	68	9
18	Steve Drury	James Drury	Z34	CCT	68	9
11	Tom German	Cheryl Mackey	TR4	CCT	78	11
20	Jerry Hufford	Mickey Hufford	TR8	CCT	84	12
10	Don Greene	Susan Raty	Porsche	CCT	93	13
14	James Karlsen	Ellen Quinonez	Civic	CCT	DNF	14
17	Greg Sincock	Sharon Sincock	Morgan +4	MORGAN	DNF	15
9	Denise Butkowski	Marvin Butkowski	Midget	CCT	DNF	16

Thanks to the Marshals:

Harvey North - CCT - Start
Dean and Betty Carrier - IF1 - TC1
Dick and Lois Schaffer - NRC - TC2
Roger and Grace Sturgess - IF1 - TC3
Aaron Drury - CCT - TC4

A special thanks to our caterers:

Carol Rogers and Marylou North
Helpers: Betty, Lois, Grace, Dean, Roxanne Drury & daughter

We hope everyone enjoyed the event and welcome any feedback on likes or dislikes so that next year's event can be better. Thanks for your entry.

Bill Rogers Clerk of the Course
(805) 498-0846

Black Canyon Rally...

was a tremendous success----as expected. The turnout was good...the preparation was overwhelming. The event began with a breakfast buffet and alot of enthusiastic conversation. There was plenty of time to wander about, catch up with old friends and admire the imaginative and carefully created costumes in the pirate theme. (and the bandanas grabbed from the rag box on the way out the door)

The rally began exactly when scheduled after a short, vague and generally unenlightening review of the rules by the Clerk of the Course.

The day was perfect with blue skies and comfortable temperatures throughout the event. The Santa Monica Mountains provided the magnificent backdrop as we weaved our way back and forth from Topanga Canyon to Newbury Park-crossing Mulholland Road seemingly every 30 minutes.

Some participants were happily surprised at how effortlessly their vehicles turned mountains into foothills. Others were equally surprised----though not happily---at just how humbling sharp turns and steep grades can be.

The day wound down with a sumptuous banquet and a dessert table that destroyed more than one diet for the remainder of the month.

Awards were presented for the rally winners and the costume winners followed by the division of the pirate's booty.

Trophy or not----all participants were winners and expressed great appreciation to our hosts.....

great job !!!!! Can't wait 'til next year.

APRIL NEWSLETTER.....OOPS !

SORRY.....

My apologies to anyone who was disappointed by my inability to get a newsletter out in April.

Even though one of my personal philosophies is "No Excuses", I hope all of our hardworking members will be understanding when I blame it on "just too much to do at work". I hope it doesn't ever happen again....and please accept this "bonus-size" issue as my apology.

"The Auto Shoppe"

1452 Callens Road
Ventura, Ca 93003
805-644-4565

Bill R. Turley

*Specializing in British and Domestic
Automobiles*



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



**SPORTS IMPORTS
OF VENTURA**

MEMBER, CENTRAL COAST TRIUMPHS
10% DISCOUNT ON PARTS TO CCT MEMBERS
PARTS AND SERVICE
REPAIRS AND RESTORATION
SPORTS CAR SERVICE IS OUR ONLY BUSINESS
FOR OVER 30 YEARS

MG-ALL MODELS ~ JAQUAR XK ~ TRIUMPHS
AUSTIN HEALEY ~ MAZDA RX7 ~ DATSUN Z

MIKE ORMSBY 805-654-0555
3787 TRANSPORT ST. UNIT G VENTURA, CA

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

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

**TRANSMISSION & OVERDRIVE
REBUILDING**

TRANSMISSIONS \$300-375 PLUS PARTS
OVERDRIVES \$300-350 PLUS PARTS

F.O.B. SANTA BARBARA, CA

RICHARD PHILLIPS

805-962-6729

1994 TRF SUMMER PARTY

August 12-14, 1994

**REGISTER
B.E.F.O.R.E.
MAY 1**

**AND CHOOSE EITHER A
1994 SUMMER PARTY T-SHIRT OR
A 1993 SUMMER PARTY VIDEO**

FREE

**REGISTRATIONS
ARE LIMITED!
PLEASE
REGISTER EARLY.**

**LATE REGISTRATIONS
AFTER AUGUST 1
COST \$10.00
ADDITIONAL**



EVERYTHING IS INCLUDED in the price of your reservation: Drag Racing, On-Site Camping, Flea Market Space, Friday Night Supper and Drive-In Movie, T.S.D. Rally, Autocross, Valve Cover Racing, Tours, Discounted Parts Specials, Saturday Evening Field Party, Music, Prizes, Surprises, Sunday Concours d'Elegance with People's Choice Awards Presentation, and Lots More...

REGISTRATION FEES: Adults \$59.95, Children under Age 16 \$20.00, Children under Age 8 FREE.

PLEASE NOTE: The 1994 TRF Summer Party is a Family Package Weekend. With the exception of the Concours d'Elegance on Sunday, there can be no "Per Event" arrangements. Only registered participants will be admitted to the TRF grounds or related activities during the 1994 TRF Summer Party.

CALL NOW to receive your official registration form: Telephone (800) 678-8764, Fax (814) 446-6820

READY TO REGISTER NOW? Call (800) 678-8764. Questions? Call Dana Henry at (814) 446-4423.

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



Central Coast Triumphs
3327 William Dr.
Newbury Park, CA 91320

