

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS



Volume 11 No. 5

June 1994

Have A Safe & Happy 4th of July !!!

Calendar of Events :

<u>July 6</u>	Central Coast Triumphs Monthly Meeting See page 2 for location & time	
July 16 July 23	Tea & Crumpet Rallye Come to meeting for details.....or call Bob Klope 653-7233	CCT EVENT
<u>August 7</u>	Progressive Garage Party and BBQ at the Drurys.....See more information inside !	CCT EVENT
<u>August ?</u> TBA	Wheels & Wings British Meet; Santa Monica Airport	
<u>August 20</u>	Topless Moonlight Rally - TRSC	
<u>August 25-28</u>	Pebble Beach Concours	
<u>September 17</u>	Moss "Fall Classic" All British Day.....	CCT EVENT
	featuring Triumph	
<u>September ?</u> TBA	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 ?</u> TBA	CCT Teddy Bear Run	CCT EVENT
<u>November 5-6</u>	VARA- Triumph-MG Challenge.....Las Vegas Call Daryll or Cindy Clark for more info 818-887-5518	

WANTED:
ARTICLES ABOUT YOUR FAVORITE MARQUE !
SHARE THINGS YOU'VE DISCOVERED ABOUT YOUR
JAGS OR YOUR MGS WITH OTHER MEMBERS !

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 LONAS

▲ FAX # 493 1894

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.

For Sale.....

1971 Triumph Stag. Nice body, British Racing Green, Rebuilt motor, automatic transmission, wire wheels. Not running. \$3500 obo, for quick sale.

Call Gary Roberts (310) 202-0562

Parts: TR250 & TR6 rear ends ; TR6 complete engine. 56 AH 100 doors, hood.

Call David Gehl 647-4681



Progressive Garage Party.....

August 7th. Time and starting point to be announced. I am presently looking for volunteers who would like to have a crowd gather around their project car and critique their progress. The plan is to conduct a driving tour from somewhere in the Ventura area to Newbury Park.....stopping anywhere in between (or way off the beaten track) where we can view a work in progress. If you feel you might enjoy this kind of abuse.....call Steve at 805-499-4105.....or see me at the meeting July 6th. I would like to have the route planned and included in the July newsletter.

The tour will end at my place.....where we'll have a barbeque.....and maybe see if we can start my freshly rebuilt engine for the first time.



And the winners are.....
4th Annual Ventura All British Day
May 15, 1994

Jaguar -Sport

Mike May 1952 XK 120
Roadster

Jaguar Saloon / Touring

T.L. Milligan 1963 MK10

Triumph

Richard Phillips 1957 TR3

Morgan

C. Darryl Struth 1963 +4
Roadster

M G

Steve and Janet Carroll
1956 Midget

Austin Healey

George Burkhart 1966 BJ8

Morris / Mini

Bill Rogers
1964 Mini Austin

Motorcycles

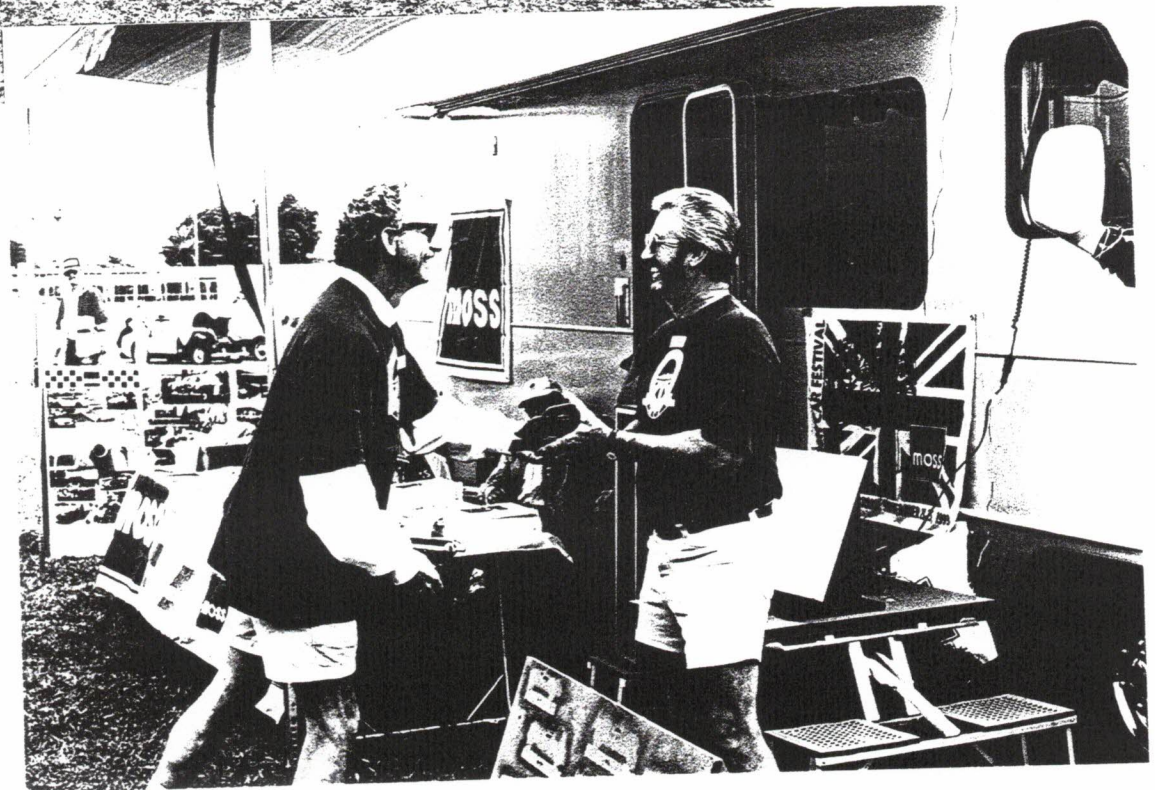
Mike Taggart

Other Car- Touring / Sport / Saloon

Paul Jean Trout Jensen

Congratulations to ALL !!!!!!!!!!!!!
Hope to see you all again next year.

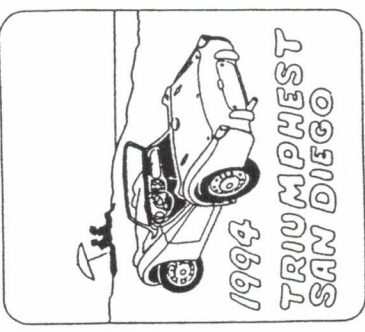
...a partial view of the Winners' Circle....



*Here are two of CCT's winners.....
congratulating each other !!!!*

TRIUMPHEST '94 SAN DIEGO

COME JOIN US
FOR A TRIUMPH
BEACH PARTY
ON BEAUTIFUL
MISSION BAY!



SEPT. 29, 30 & OCT 1, 2

The sun, the sand, the water. Drop your convertible top and take it all in-- you're in San Diego! And what better place to hold Triumphest than the Princess Resort Hotel with its own private beach on Mission Bay.

Rooms are just \$89. per night, and this special rate is also good for 2 days *before* and 2 days *after* Triumphest. Bring the TR, the family, and plan your vacation-around Triumphest. See the world famous San Diego Zoo, The WildAnimal Park, Sea World and much more.

To Reserve Your Room Today Call: 1-800-344-2626 and tell them you are member of San Diego Triumphest.

Hosted By Triumph Sports Car Club of San Diego

For Additional Information, See Inside -or Call
Dave Johnson (619)693-0443 Bob Llewellyn (619)598-5399

AND ...SAN DIEGO BRITISH CAR DAY:
Sunday October 2nd, the last day of Triumphest is also San Diego British Car Day in Del Mar. This is one of the largest British car shows on the West Coast and it brings in hundreds of cars from throughout the region. And this year's featured marque is "TRIUMPH" --so don't miss it.

TRIUMPHEST '94 SAN DIEGO



EVERYTHING YOU LOVE ABOUT TRIUMPHEST...and MORE!
Yes, there will be a Rally, a Funcours, a Funkhana -and, as usual, Triumph parts and accessories for sale, but we will also have a Beach Party, a Fun-Run Drive and much, much more.

Registration Form

Please Print

Name: _____

Address: _____

Phone: _____

[Day] () _____

[Eve] () _____

CHECKLIST

Have You Reserved Your Room? Yes No

Participating In The Rally? Yes No

Attending British Car Day? Yes No

Attending Banquet? Yes No

Number of People Attending Banquet? _____

Number of People Attending Event? _____

I Also Plan to Participate in: _____

Event Registration Fee: \$40. per car *Prior to August 1st*
\$45. per car *After August 1st*

Banquet: \$27. per person Beef Chicken

Pins: \$4. each

If you would like a pin mailed to you prior to the event, add \$1. for each pin ordered.

British Car Day \$9. per car

San Diego Princess Hotel: 1-800-344-2626

When making room reservations tell them you are with Triumphest.

Questions?
Call Dave Johnson (619) 693-0443
Bob Llewellyn (619) 598-5399
Mel Hilderbrandt (619) 484-1634

Make Checks Payable to T.S.C.C.S.D.

Send Check and Completed Registration Form To:

Triumphest 94
C/O T.S.C.C.S.D.
P.O. Box 84342
San Diego, CA 92138-0633

TR-3 Race and Rally Record...

1954

U.S.A.
Turkey Pine: 1-23 Class E. In over 1500 cc Production race. Cumberland: 1st in Class E. Production. *Bryntan Tyddyn*: 1-2 Class E. Production. SCCA National Class E. Production Champion.

SOUTH AMERICA

El Autodromo de Maracay, Venezuela: 1st, sports cars up to 2000 cc. *Gran Premio Alceda de Bugota, Columbia*: 2nd Overall.

EUROPE

Alpine Rally: Team Award. 2-3-4 in 2000 cc Class. 6th Overall. *R.A.C. Rally (England)*: 1-2 Overall. 1-2-3 Sports Car Class. 2-3 Team Award. Ladies' Prize. 21st R.A.C. International T.T. Team Award (*Ireland*).

1955

U.S.A.
Pebble Beach: 1-23 Class E. Production. *Elkhart Lake Road America*: 1st Class E. Production. "rumbout Springs": 1-2-3 1500-2000 cc Class. *Palm Springs*: Six 1st.

2-2nd, 3-3rd, *Santa Rosa*: 1-3 Class E. 2nd in Over 1500 cc race. *Watkins Glen*: 2nd Class E. *Glen Trophy*.

EUROPE

R.A.C. Rally (England): 1st Sports Car Class. 2nd Overall. *Circuit of Ireland Trial*: 1-2-3. Team Award.

1956

U.S.A.
Wallerboro: 1-2-3 Class E. *Palm Springs*: 2-3-4 Class E. *Marlboro*: 6 Hour Race. 1st Class E. *Manfield*: 1-2-3 F. Production. *Wisconsin Grand Prix*: 1-2 in Class E race. *Thompson National*: 1st Class E. Production.

EUROPE

Alpine Rally: Team Award. 1-2-3-4-5 in up to 2000 cc Class. *Circuit of Ireland Trial*: 1-2-3 Overall. 1-2-3 in Class. *Les Dunes Heures de Nivelles (Belgium)*: 1-2 2000 cc Class. *Rally Treflets (Germany)*: 1-2-3 2000 cc Class.

1957

U.S.A.
Sebring International Grand Prix: 1-2 in class. 1st Grand

Touring Class. *Marlboro National 6 Hour Race*: 3-4-7 Overall. *Elkhart Lake National*: 1st up to 2000 cc Class. *Watkins Glen*: 2nd Class E. Production. 3rd Overall. *Glen Trophy*.

EUROPE
Liege-Rome-Liege Rally: 2-3-5 in 1500-2000 cc Class. Manufacturer's Team Prize.

1958

U.S.A.
Sebring International Grand Prix: 2-3 Grand Touring Class. *Bridgehampton*: 2nd Class E. 3rd Overall. 6th Son Collier Memorial. 1-2 Class E. *Marlboro*: 1st Class E. *Wallerboro*: 1st Overall in Williams Memorial Race.

EUROPE

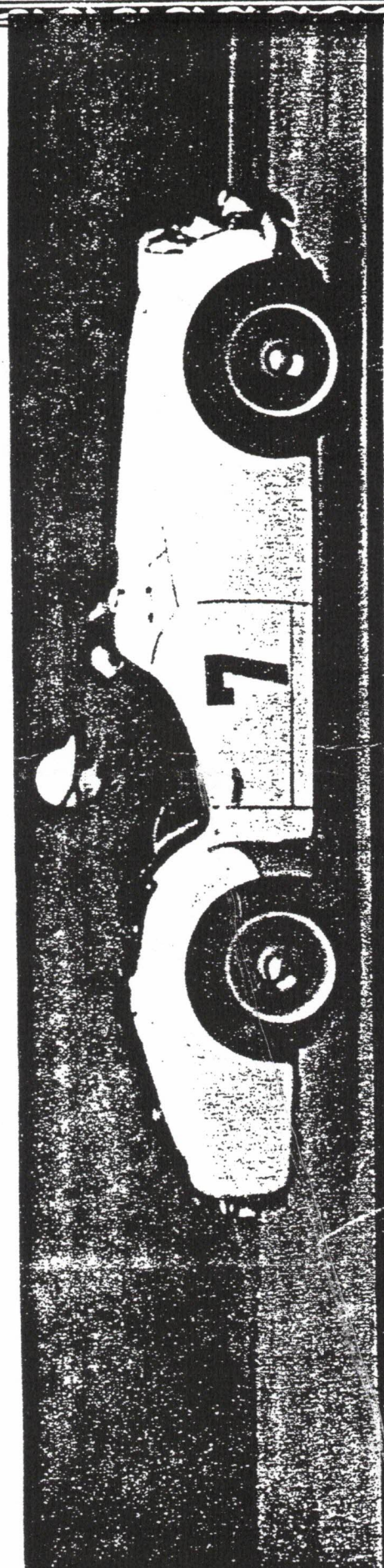
Alpine Rally: 1-2 1500 2000 cc Class. *Liege-Rome-Liege*: 1-2-3 over 2 liter Class. 5-6 Overall. *Monte Carlo Rally*: Modified Grand Touring Special Series. 1300-2000 cc. 1-3. 6th Overall. *Circuit of Ireland Trial*: 1-2-3-5-6-7 Overall. 1-2-3-4-5-6-7 Grand Touring Class. *Tulip Rally*: 1-3-5-6-7 in up to 2000 cc Class.

1959

U.S.A.
Republic Economy Run: 1st Overall (97.4 Miles Per Gallon). 1st British Car. 1-2 in class. 4 other awards. *Marlboro National 6 Hour Race*: 2-3 Overall. *Watkins Glen*: 4th Overall. *Glen Trophy*. *Pomona Grand Prix*: 2nd Class E. *Del Mar*: 1st Class E. *50th State Sports Car Races (Hawaii)*: 1st Class E. *American International Rally*: Best Foreign Mfg. Entry. Ladies' Prize. 3rd in 1600-2000 cc Class. 7th Overall. Best New York starter.

EUROPE

Liege-Rome-Liege: 1-2 in over 1600 cc Class. 6-8 Overall. 4-6 Grand Touring. *Alpine Rally*: 1-2 1600-2000 cc Class. 1st in over 2000 cc Class. *Tulip Rally*: 2nd Overall. 1-2-3-4-5-6-7-8-9 in Class (1000-2000 cc). *Royal Scottish Automobile Club International Rally*: 1st Overall. 1-2-3 Grand Touring Class. *R.A.C. British International Rally*: 1st Place. Manufacturer's Team Prize. *Monte International Autodrome*: 8 International Class E (1500-2000 cc) speed and endurance records broken by a stock TR-3. 2000 miles averaging 102.1 mph; 5000 miles averaging 102.5 mph; 5000 kilometers averaging 102.5 mph; 10,000 kilometers averaging 102.6 mph. And the speed records for 1, 2, 3 and 4 days consecutive driving.



Facts and Figures...

GENERAL DIMENSIONS

Wheelbase	7 ft. 4 in.
Track - Front	3 ft. 9 in.
Track - Rear	3 ft. 9 1/2 in.
Ground Clearance	6 in.
Turning Circle	34 ft.
Overall Dimensions	12 ft. 7 in.
Length	4 ft. 7 1/2 in.
Width	4 ft. 7 1/2 in.
Height (unladen)	4 ft. 2 in.
Top up	3 ft. 10 in.
Top of screen removed	3 ft. 4 in.
Luggage Trunk: Size of opening	41 in.
Width	18 in.

Length	18 in.
Weight	2,016 lb.
Dry (excluding extra equipment)	2,016 lb.
Complete (including tools, fuel, oil and water)	2,128 lb.
Tires	5.50 x 15 in.
Size	5.50 x 15 in.
Gear Ratio:	top 3rd 2nd 1st Rev.
Ratio:	1.00 1.525 2.00 3.38 4.28
Overall:	3.7 4.9 7.4 12.5 15.8
O/Drive	3.03 4.02 6.07
If Fitted:	3.03 4.02 6.07
Capacities:	
Fuel tank	14.4 gals.
Engine Sump	6.6 qts.
Gearbox	1.8 pts.

Rear Axle	1.8 pts.
Cooling system	7.8 qts.
PERFORMANCE	
Engine: Maximum b.h.p. 100 at 5,000 r.p.m.	
Maximum torque 140 lb./in. at 3,000 r.p.m.	
Piston Speed: 2,850 ft./min. at 4,800 r.p.m. (This is equivalent to 100 m.p.h. in top gear)	
Top Speed: 110 m.p.h.	
Fuel Consumption: Up to 35 m.p.g.	
Braking: 30 m.p.h. Stopping distance 30 ft.	
Acceleration	Top 20-40 m.p.h. 9 secs.
(Two up)	Top 30-50 m.p.h. 9 secs.
Through gears	0-60 m.p.h. 8 secs.
Standing 1/4 mile	18 secs.

TR-3 PAINT AND UPHOLSTERY COMBINATIONS

UPHOLSTERY COLOR	BODY COLOR
Silverstone Grey	Racing Green, British White, Pale Yellow, Black, Signal Red
Red	As above.
Tango Purple	Silverstone Grey, British Racing Green, Sebring White, Pale Yellow, Black
Black	Signal Red, Powder Blue, Sebring White, Black, Pale Yellow, Powder Blue, Sebring White, Black
Blue	Powder Blue, Sebring White, Black
Top, Side Curtains and Tonneau Cover:	Black or White with any of above.
Hard Tops available in any body color to produce a single or two-tone exterior.	

GENERAL OPTIONAL EQUIPMENT

No other sports car offers a greater range of optional equipment.

Hard Top in place of Soft Top • Soft Top Kit in addition to Hard Top • Heater • Wire Wheels • Overdrive • Adjustable Steering • White Wall Tires • Tonneau Cover • Rear Seat • Windshield Washer • Michelin X Tires • Anti-away bar

COMPETITION EQUIPMENT AVAILABLE

Racing Windshield • Competition Shocks • Competition Springs • Alfin Brake Drums (2) for rear wheels • Aluminum Engine Sump • Skid Plate • Dunlop High-Speed Tires

CONDITIONS FOR SALE

The Company continually strives to improve the performance and value of its products. Because changes are always being made to better the product, the Company reserves the right to institute changes in specifications and prices anytime without notice.

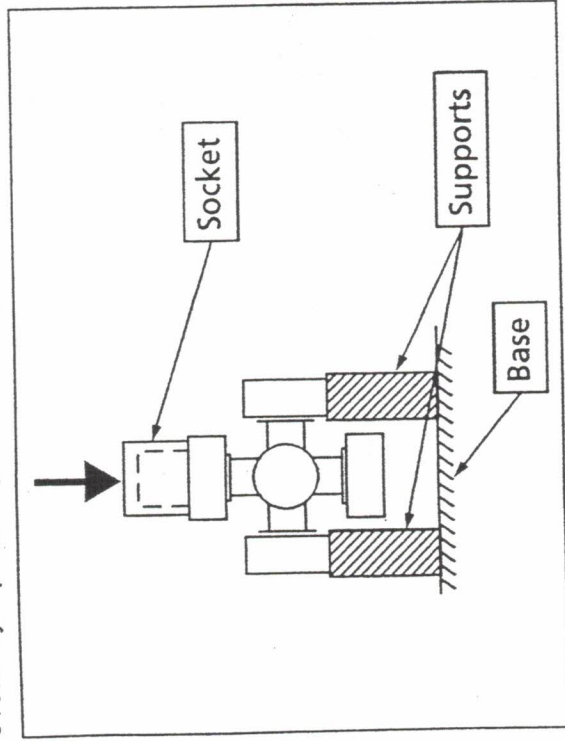
UNIVERSAL JOINT REPLACEMENT

Dick Hansen

Those of you that have replaced either a drive shaft or an IRS half shaft universal joint know that the task can be difficult and frustrating. For those considering this task the following information may be of interest.

Over the years I have replaced universal joints by several methods. A method contained in some service guides state that disassembly can be accomplished by beating on the yoke and a bearing cap will just back itself out. Sometimes it does, but it takes a big hammer and progress is slow.

I have found the use of a hydraulic bench press or large vise to be far more effective (and certainly less noisy). Several universal joints were recently replaced by the following process. (See figure below)



Disassembly

- Remove all snap rings and clean the yoke bores well. Use a solvent or penetrating oil. Do not use a sharp instrument that could raise burrs.
- Support both sides of a yoke off the base of a press or off one jaw of a vise as indicated. (If using a vise several extra hands are handy to hold the support blocks and shaft assembly in place.)
- Locate a socket that is large enough to clear the outside diameter of the bearing cap and center it over a bearing cap bore as shown.
- Press on the top of this socket with a ram or the opposite jaw of a vice. Press (or squeeze) until the other yoke cross member prevents further movement. The bearing cap will be partially removed.

- Turn the yoke over and repeat the process. This should remove both bearing caps far enough to allow separation of the universal joint.
- Tap on a drift pin that has been angled into the interior of each bearing cap to complete removal.
- Repeat the process for the other half of the yoke assembly. (Supports are now placed under the "naked" cross shafts.)

Reassembly

Note that reassembly requires handling bearing caps with many needle bearings that are constrained only by the assembly grease provided by the supplier. Handle these caps with care; driving them into place using a hammer is not recommended.

- Remove the four bearing caps from a new universal joint assembly and fill each cap about one-third full with chassis grease. Do not install the cross piece grease fitting until reassembly is complete. Excess grease will then escape through this port rather than past the grease seals. Do not ignore the grease addition step in the belief that grease can be added later via the grease fitting. Grease pumped in through the fitting goes to the weakest grease seal and, therefore, may not reach the other journals.
 - Partially install two opposing bearing caps, install just far enough to get them started but not so far that the cross piece can not be installed. Use a socket that will clear the OD of the bearing cap to support the yoke as the second cap is installed.
 - Assemble the cross piece and insert one journal as far into a cap as possible. Hold the cross piece in this position until this cap is pushed to just below the yoke surface. Use a socket with an outer diameter just smaller than the OD of the bearing cap as a spacer between the cap and a ram or a vice jaw.
 - Slide the cross piece into the opposite partially installed bearing cap. Hold it in this position as this cap is also pressed to just below the yoke surface.
 - Place a retaining ring on top of each bearing cap. (The caps should have been pushed in far enough to allow the retaining rings to be "started.") Using a socket slightly smaller than the bore, push on a retaining ring until the cap is fully inserted and the ring seats. Pressing on the retaining ring seats the ring when proper insertion is reached thereby preventing a cap from being inserted too far. Repeat on the opposite cap.
 - Repeat the process with the other half of the universal joint to complete reassembly the shaft.
- This process is awkward but not all that difficult, particularly if another pair of hands is available. One final comment, it should not require large forces to disassemble or reassemble a typical retaining ring type universal joints found on Triumphs. (The Stag press-fit assemblies are another story.) If a lot of force seems necessary, stop and assure that things are squared up before just pushing (or squeezing) away. This is particularly important when starting a bearing cap into its bore.

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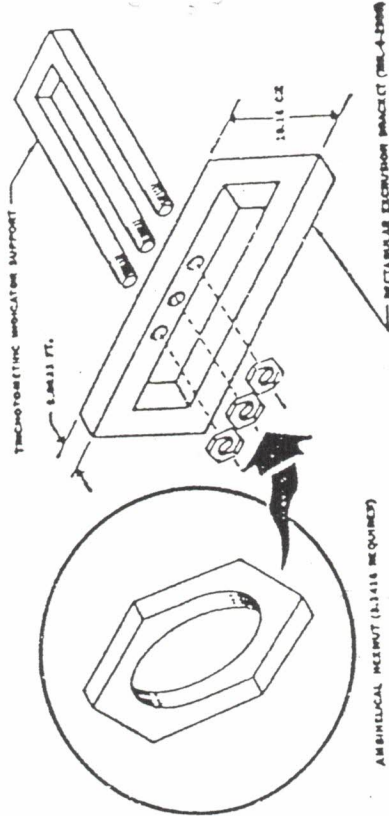
RICHARD PHILLIPS

805-962-6729

Why Rectabular

Excursions

won't Transmogrify



Inquiries concerning the mounting of the Trichotometric Indicator Support indicate that some difficulty is being experienced with the brackets which attach the support. As an aid toward fabricating the support brackets, the accompanying illustration is provided to show how the support is coupled between the diaphragm and the carburetor phalassum. It will increase the flow of power between the magtometer and tappetmodulator. The application of the special ambihelical hexnut is unique in that any attempt to remove it in the conventional manner only tightens it. Because of the design, the nut must be fully screwed before it can be screwed off.

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



FIRST CLASS

Check your mailing label for membership expiration date!

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

Forward and Address Correction Requested

1 1111