

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB



Volume 11 No. 10

November 1994

Christmas Party December 4th!

Calendar of Events:

- | | |
|-----------------------|---|
| <u>November 26</u> | Oxnard Goodyear / BUS Radio promotion CCT EVENT
Help earn free radio advertising for next year's annual
Ventura All British Day. We need 12 British cars from 10 a.m.
to 2 p.m. Call Darryl (805)644-6211 |
| <u>November 26-27</u> | SCCA Racing at Willowsprings (805) 252-2232 |
| <u>December 4</u> | CCT Christmas Party at Glen Tavern Inn CCT EVENT
Santa Paula. See directions below. |
| <u>December 6</u> | CCT General Meeting |
| <u>January 4</u> | CCT General Meeting |

Directions to the Christmas Party

This year's Christmas party will be at the Glen Tavern Inn in Santa Paula on Sunday Dec. 4th. The address is 134 N. Mill St. From Ventura take the 126 freeway and exit at 10th. St. Turn left on 10th. St. Turn left on 3rd. St. Turn left on Santa Barbara St. Turn left on Mill St. and it is on the right side of the street.
No host cocktails begin at 6:30 p.m. and dinner is at 7 p.m.
Please R.S.V.P. to Claudia (805)642-5855 by Fri. Dec. 2nd.
Please join us for some fun and celebration.

**Central Coast Triumphs &
All British Car Club**

is a Chapter of the Vintage Triumph Register. Dues are \$20.00 per year payable in February. 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 at the address listed below.

1994 Board Members

President:

Ron Kibbe 805-933-2206

Vice-President:

Herb Friedman 805-984-33649

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

Position Available

Club Address / Membership Chairman

C. Darryl Struth
4279 DePaul
Ventura, Ca 93003

Meeting Information:

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

1994

November 2nd December 7th

1995

January 4th	February 1st
March 1st	April 5th
May 3rd	June 7th
July 5th	August 2nd
September 6th	October 4th
November 1st	December 6th

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

Monthly Board Meetings are currently held on the second Wednesday of each month and includes printing and assembly of newsletter. Volunteers are needed to assist in the newsletter process each month.

All members are invited to attend Board Meetings.

Deadline for "camera ready" contributions to the newsletter is the 2nd Tuesday of the month. Articles needing to be retyped should be turned in by the General meeting.

For information on advertising rates, see any officer.

Minutes

The Nov. 2, 1994 meeting was called to order at 7:20 p.m. by President Ron Kibbe.

Past events discussed were; XK'S unlimited weekend in San Luis Obispo. Thoses that went had a great time as Jason and his group put on a first class event. Wings and Wheels car show at Santa Monica Airport had less of a turnout than last year but fun anyway, according to the participants. Kelly Connell and C Darryl Struth turned Hwy. 1 into their personnal race track on the way home. TRSC sponsored a trip to the Petterson Auto Museum and Tom Culbertson reported that this was a great event and well worth seeing. About 20 cars participated. A past event now - was the very successful 5th. Annual Teddy Bear Run. Upcoming events are; Santa Paula Christmas Parade on Nov. 26th. CCT Christmas Party is tenatively scheduled for Saturday evining, Dec. 3rd. in Santa Paula (look for a seperate article in this newsletter for exact location and date). The Ventura All British Car Show will be held on May 21, 1995 - mark your calendar.

Reminder - Your annual membership dues are payable in February for 1995. For those of you that owe partial dues for any part of the remaining 1994 - check this newsletter for the amount you owe. We are moving the dues to one time a year for everyone to make the bookkeeping easier.

REMINDER - Elections for club officers is tentatively scheduled to be held at the February 1995 meeting. We need everyones' participation - it's what makes the club keep running.

Treasurers report; Don Greene reported that the club has \$3737.69 in the working fund.

The meeting was adjourned at 8 p.m.

My special thanks to Cindy Clark for taking notes for me.

Claudia

THE BUS RADIO STATION 96.7FM

In conjuction with Oxnard Goodyear Tire Store on Vineyard Ave. would like at least 12 British cars to assist Goodyear in a tire sale November 26th. from 10 a.m. to 2 p.m. CCT will receive free radio advertisements for the annual Ventural All British Day car show in May. For more information - call Darryl (805) 644-6211.

A Word from the ex-Editor:

If any of you read the newsletter cover to cover.....you may have noticed under "Editor" it reads "*position available*".

Over the past 6 months the position of editor has evolved from being the "gather of articles, re-typing of articles, receiver of indecipherable messages left on answering machines, printer, folder, stapler, stamper and mailer".....to "editor".

The newsletter is now a group effort much more than it was in the past. At this time, the group is the Board. But everyone is welcome to participate. The position of editor requires an individual to collect and coordinate contributions to the letter; someone to plan the layout each month. The formerly time consuming process of the production and mailing of the letter just takes a couple hours. See any Board member to volunteer for this position.

And while I have the forum at least one last time, I'd like to stir things up.

I've been over-hearing some unhappy grumbling here and there. Apparently there are some less than flattering opinions about the way the Club has run this year. I'll admit that I've been disappointed with some things too. But at least I'm in the thick of things trying to make my opinions known.

I started as editor almost a year ago with a lot of enthusiasm and energy. My first project was to compose a 2 page questionnaire soliciting feedback from all members. This is OUR Club.....YOUR Club. What can we do to make it more responsive to OUR desires ?

Guess what ?!?!? I received less than a dozen replies !!!!!

Well that's okay. Not everyone has the time or inclination to be very active in the Club.

I know that with my job keeping me tied up most weekends and my wife and 4 kids demanding much of the others, it's hard to do as much as I might like. Well that's okay too. I enjoy reading the newsletters of other Clubs even though I never participate in their activities. Some members just like to know what's going on. That's fine.

HOWEVER.....what I do have a problem with are the whiners and complainers who never do anything positive to affect the status-quo.

There are those who think up events, plan events, purchase supplies for events, set-up, run and clean-up after events; there are those that host events, assist the hosts and always volunteer to help in any little way they can. And then there are those who show up and complain that the event wasn't very good.

Well I didn't come close to bringing about the changes I'd like to see for this Club-----*more tech sessions being my #1 goal*-----but I'm still going to work to that end. I will still contribute to the newsletter. I'll still express my opinions about event planning. And I'll probably still do my share of whining and complaining.....because I think I've earned the right. For example, I think we've gotten into a rut. We need some fresh ideas, some new blood, more members willing to host events. We need participation. Let's not make "going to other club's events" our primary activity.

I'll start by putting my money where my mouth is. I volunteer to host the Progressive Garage Party : Part II. (*a traveling tech session*) Date to be announced----probably February or March. Call now to get your project on the list. I'll be looking to hear from 6 people who didn't get veiwed in Part I. Here's your chance.....go for it !! **Steve**

THE GREAT ALUMINIUM BRAKE DRUM CAPER

After a lot of thought and the almost uncontrollable desire to do something to improve the looks of our cars (beside the fact that Bob Youngdahl had found some drums at pick-a-part). Mr. McIlhaney and Mr. Korbin then decided that they badly needed some fine aluminium brake drums for their TR's. The search began!

After two days at pick-a-part we had gathered nine Datsun fine aluminium drums - six of them had enough "meat" on the drum to be turned and then used on the TR's. To buy these drums new would have cost somewhere in the \$80.00 range per drum, but at pic-a-part they were \$20.00 a pair

After reading Mr. Gillanders article about the "little bit of machine work" needed, we thought that we would only have to enlarge the one center hole that fits over the hub - were we ever mistaken!

The Datsun drum is different in that there is a groove that must straddle the backing plate of the rear brakes and it is too narrow and therefore had to be widened. After calling Mr. Gillanders and finding out we didn't get the wrong drums, we decided to do the machining ourselves and set out with a router and a carbide tipped cutter to widen and deepen the slot in the aluminium drum.

Many cutting tips later we did the job on four of the drums, but then discovered that they still wouldn't fit flush against the hub - as it turns out the wheel studs widen slightly at the bottom where they don't have threads, so we took a dye grinder and a stone and beveled the inside of the holes. The next step was to mark and drill the set screw holes and countersink the holes so the screw head fit flat in the drum - again accomplished with a stone and dye grinder.

Finally, we got the drums turned and painted and then mounted them on the cars only to find that the aluminium drum is slightly thicker and the screws would not thread into the holes. So we left them out and will replace them with longer ones at a later date. Next we put the wheels on and gave them a road test - looking and listening for danger signs.

Both sets worked like they were supposed to, with no sign or sound that would indicate a problem. They look great behind Jason's Panasport wheels, and I painted mine bright red so that they could be seen behind the stock disc wheels of my TR3A.

We'll let you all know how this works out as we put some mileage on the new drums. All in all, a somewhat difficult task, but with beautiful results!

Jon Korbin

1994 X-MAS PARTY
+ ELECTIONS

Central Coast Triumphs Car Club

at

The Glen Tavern Inn

Choice of One

New York Pepper Steak

or

Chicken Marsala



The Glen Tavern Inn

134 North Mill Street, Santa Paula CA 93060

(805)933-3777

Teddy Bear Run 1994 - Bob Klope

I thought it was going to be a cold day on Sunday but the sun came out along with about 25 British cars for our annual Teddy Bear Run for the kids at Penfield School. Every year it gets bigger and every year we keep getting more teddy bears for the handicapped kids. We had big bears and little bears along with Triumphs, MGs, Jaguars, Morgans and the usual run of family cars. It started off with coffee and goodies at the school while everyone lined up and displayed their bears. At about 10am we placed the bears in the hallway of the school so they could be given to the kids next month at a Christmas party. It was then time to hit the road. Darryl had touring instructions ready and we departed.

The tour took us along the foothills behind Ventura with a break at Grant Park for some great views of the Santa Clara Valley and the Channel Islands. We then toured through downtown Ventura before heading up the coast towards Carpinteria. Leaving the coast behind we motored up and over Hwy 150 to Lake Casitas. This was a great drive with some spirited cornering and straightaway blasts. We were in front of Steve McElliot in his V8 Ford powered TR4. I tried to loose him on some of the curves but that thing can corner as well as move in a straight line.

The Ojai Valley was next with a tour up Creek Rd behind Ojai. I have always liked this road with it's tight corners and overhanging trees. It was even better on such a clear day. We ended up in Ojai at the Restaurant for lunch before departing on our various ways home. It was great to see familiar faces and others we don't see too often. We even got a glimpse of the new Lotus Elan across the street from the restaurant.

It is people like those in the clubs of the area who will definitely make this another memorable holiday season for the kids at Penfield School for this is what the Teddy Bear Run is all about. A big thanks to those who attended and to those who could not but still gave teddy bears. Also thanks go to Darryl Struth and Claudia Diebolt for the work put into this years planning.

Fifth Annual Teddy Bear Run

Nov. 6, 1994

I would like to take the opportunity to thank all the participants of our annual Teddy Bear Run supporting the severely handicapped children at the Douglas Penfield School in Ventura last week. It was the best turnout so far, with 25 assorted cars and over 60 members and friends, spanning 3 clubs, attending. We also had a few members donate Teddy Bears but could not participate in the run. For those that could not attend - we wound our way through the hills of Ventura to the Father Serra Cross for a crystal clear view of the Channel Islands. From there we went up the coast to the Rincon, turning inland past Lake Casitas and Camp Comfort and into Ojai for lunch.

The teddy bears will be given to the children at a special Christmas party, in December, provided by the International Footprint Association, Ventura County Chapter #31 (a law enforcement / civilian organization). Each year the children look forward to this event as do the parents and teachers at the school and all CCT members are invited as well.

Anyone who would still like to donate a bear can do so. Bring it to the Dec. 7th. meeting or bring it to me at Barber Ford in Ventura Mon. thru Fri. All donations are still greatly appreciated.

Again, thank you very much.

Looking forward to the Sixth Annual,
C. Darryl Struth

1976 Triumph TR6

8

Symbolizing the twilight of the British sports car's reign

By John Matras

The hood is narrow, much more so from the driver's seat than when viewed from outside. The edges are emphasized by the slim fender ridges, sharp as exclamation points. The passenger sits only an elbow's nudge away. This, for a 1976 model, seems like an old car. But then it is. The TR6 has a heritage, a legacy or—if you will—a burden dating back to the TR2. And while the gutsy TR2 blew the suicide doors clean off an MG-TD, by the 1976 model year the TR6 was competing with the likes of the Datsun Z and Triumph's own TR7.

The TR6 was the final incarnation of the trusty if musty design. Debuting in the 1969 model year, the TR6 continued with the 2.5-liter inline six that had turned the TR4 into the TR250. But to freshen the aging Michelotti styling of the 4-series Triumphs, Leyland turned to Karmann of Osnabruck, the West German firm well-known for its work for Volkswagen, Porsche and BMW: Michelotti had been unavailable—busy on another project for Leyland—but the British firm could not have hoped for better results.

Karmann gave the sports car what has been called a Kal Kustom treatment, removing excesses and simplifying the design. The frog-with-eyelids headlamps of the TR4 were integrated into the front fenders of the TR6, and the hood was shaved. A new single-bar grille replaced a busier predecessor. The tail was given a neat Kamm-style chop—though undoubtedly to negligible aerodynamic effect. Yet the hard points and center section were unchanged. It was a new look for relatively few pounds sterling.

The chassis was unchanged, saving even more development costs, keeping the double A-arm front suspension and independent semitrailing-arm rear layout inherited from the TR4A. Yet the big, old pushrod six is mounted well back in the chassis, giving an almost ideal 51/49 front-to-rear weight distribution. But that didn't yield phenomenal skidpad figures.

Shod with 185/15 radials, the TR6's 0.68g lateral grip was less than some contemporary sedans of not particularly sporting configuration. However, the engine setback did steal some room from the passenger compartment.

Thus the TR6 feels even older than the 1976 model year suggests.



A typical 1976 TR6 sold for \$6,000 new in the United States

On the other hand, this particular TR6, owned and restored by Bob Lear of Stroudsburg, Pa., comes to life with a guttural snarl. The six has always had a reputation as a torquer rather than a twister, and anyone expecting the easy rpm of a Fiat twin-cam will be disappointed. Yet even though de-smogged to 104 hp—down to 101 hp at 4900 rpm for 1976—the 2498 cc undersquare six still produced 128 lb ft of torque in its final year. For the rest of the world, not limited by a 7.5:1 compression ratio and equipped with (reportedly troublesome) Lucas fuel injection, the engine made half again as much horsepower, but even that slipped to 124 hp by the end. Had only catalytic converter technology been available earlier.

Weight for the TR6 is quoted from 2400 to 2600 pounds for the later years, and 0-60 mph in more than 12 seconds was adequate, if not outstanding, for a sports car. Funny, but it feels faster than the numbers suggest. The clutch is crisp and the shifter for the four-speed manual (overdrive optional but not on this car) has well-defined if longish throws.

Cranking the steering wheel at slow speeds is a chore and the wheel's rim is skinny and hard. The wheel is set noticeably high. The rack-and-pinion system gets easier at speed, but bumps in the road keep the driver busy countersteering the effects of suspension travel.

Handling is no doubt worse as a result of raising the TR6 to meet headlight height requirements. Another injustice was the addition of huge, black overrides to the front and rear bumpers in 1973 to meet federal bumper laws. Wind buffeting is dreadful compared to modern shapes that direct airflow instead of just standing in its way.

Still, driving with the top down is the only way to go. Lear sprayed this TR6 a classic British racing green, changing the hideous mustard endemic in the '70s (old refrigerators, stoneware, etc.). Sitting back by the rear axle and sighting down that long—if narrow—hood on a summer evening ride

through the back-road twisties, heel-and-toeing for the corners, booming off the bends with the torque of six cylinders and finding a rhythm in the road is truly a delight in the TR6. You don't have to be at 10/10ths all the time.

Quality suffered especially toward the end of the TR6's reign which, due to its length, gave the TR6 the greatest production volume of the TR2 through TR6 models, though it never sold at the rate of its predecessors. Toward the end it had already started to become a rolling anachronism, a slightly more modern Morgan, something that Leyland at least subconsciously recognized when it changed the simple outline block letter "TR6" decal (a la Pontiac GTO) on the rear fender to one incorporating the British Union Jack. It's not nice to play with our emotions like that.

Ironically, the TR6 makes a better vintage car now than it made a new car when it was, well, new. It's something that nudges your memory and meets nostalgia's narrow requirements. It's an old car, but now it should be. ■

JOHN MATRAS PHOTO



November 7, 1994

Central Coast Triumph Car Club Members
% Mr. C. Darryl Struth
3440 E. Main Street
Ventura, CA 93003

Dear Club Members:

The Fifth Annual "Teddy Bear Run" was a *great success*, and on behalf of the staff and students of the Douglas Penfield School, I want to thank you for your donation of all the cuddly bears.

During the Christmas season we have a party sponsored by the International Footprint Association where the teddy bears will be distributed to each student - for many this will be their only Christmas.

Thanks again for your continued support, and a special thanks to Darryl for his hard work, it is greatly appreciated.

Respectfully,

A handwritten signature in cursive script that reads "Wayne Saddler".

Wayne Saddler
Principal

WS/p

Classified Ads:

Midget Parts. Parting out '74 Midget. Body parts - smog, whatever.
Darryl (805)644-6211 Ventura

1966 Mustang GT Convertable. Some Shelby additions. Pony interior, automatic, rally pack, power top. Stored most of the time since 1972. \$18,500.
Darryl (805)644-6211 Ventura

1971 Triumph Stag. Nice body. British racing green. Rebuilt motor, automatic trans., wire wheels. Not running. \$3500 obo. for quick sale.
Gary (310)202-0562

1966 MG Midget. 60,000 miles. 1 owner. Black on black. Chrome wire wheels. \$4500.
Mary Reinhart (805)646-2179

Spitfire/TR6/GT-6 Parts. 2 -1973 Spitfire Bonnets, 1- \$75 and the other \$50 or both for \$100. 2- Spitfire differentials \$50 each. 2 -1973 Spitfire front bumpers \$25 each. 1 -1973 Spitfire rear bumper \$35. TR6 intake manifold \$20. GT-6 2000cc engine with cylinder head \$100. Bill Hopper (805)687-9851 Santa Barbara

Wanted:

GT-6 Transmission (non-overdrive)
Bill Hopper (805)687-9851 Santa Barbara

For Sale: 1975 TR6 very low miles; 3rd owner; new clutch and related systems; rebuilt front end, master brake cylinder; new Dunlop tires; and more !!! \$6995
Call Aaron Drury (805) 499-4105 or 497-7385

For Free: TR 7 Parts instrument panel FREE ; front bumper FREE
For Sale: Oldsmobile V-8 hi performance 200 H.P. engine \$250
Call H.R. Dennett (805) 984-4311

For Sale: four TR2 thru TR4 hubcaps, Fair condition.
Call Robert York in Ventvra at 805-644-0501

For Sale: ATTENTION MG OWNERS : four Moss Mini-Lite Alloy Wheels with four Dunlop 185/70SR14 tires. Less than 300 miles \$700. for the set.
NEW TR3, 3A, 3B wide mouth BRA.
Black with storage pouch \$75. Call Darryl in Ventura at 805-644-6211

I have found that by making use of the following 40-questions I have saved myself many long drives and numerous disappointments when hunting through the classifieds for a used car. If you would like to contribute questions to my list please call Bill Hopper (805) 687-9851.

USED CAR QUESTIONNAIRE

1. MAKE:	MODEL:	YEAR:
2. BODY STYLE (HARD TOP, CONVERTIBLE, ETC.)?		
3. 2-DOOR, 3-DOOR (HATCHBACK), 4-DOOR?		
4. ENGINE SIZE (CU.IN. DISPLACEMENT AND # OF CYLINDERS)?		
5. MANUAL SHIFT OR AUTOMATIC?	3, 4, OR 5-SPEED?	
6. MILEAGE ON CAR?		
7. COLOR OF CAR?	COLOR OF INTERIOR?	
8. OPTIONS (AIR CONDITIONING, POWER STEERING, ETC.)?		
9. ARE YOU THE FIRST OWNER OF THIS CAR?		
10. IS THE CAR CURRENTLY REGISTERED?		
11. DO YOU HAVE CLEAR TITLE (PINK SLIP) ON THE CAR?		
12. CONDITION OF THE ENGINE?		
13. HAS THE ENGINE BEEN REBUILT?		
DATE REBUILT?	MILEAGE ON REBUILD?	
14. DATE OF LAST TUNE-UP?	MILEAGE SINCE LAST TUNE-UP?	
15. DOES THE ENGINE BURN OIL OR LOOSE WATER?		
16. DOES THE ENGINE HAVE ANY OVERHEATED PROBLEMS?		
17. CONDITION OF THE TRANSMISSION?		
18. HAS THE TRANSMISSION BEEN REBUILT?		
DATE REBUILT?	MILEAGE ON REBUILD?	
19. WHAT IS THE CONDITION OF THE BODY?		
20. WAS THE CAR EVER IN AN ACCIDENT?		
IF SO HOW SEVERE AND HAVE ALL REPAIRS BEEN COMPLETED?		
21. DOES THE CAR HAVE ANY RUST?		
IF RUSTED WHERE AND HOW EXTENSIVE IS THE RUST?		
22. WHAT IS THE CONDITION OF THE PAINT?		
23. HAS THE CAR BEEN STORED IN A GARAGE OR COVERED?		
24. WHAT IS THE CONDITION OF THE INTERIOR?		
25. IF CONVERTIBLE WHAT IS THE CONDITION OF THE TOP?		
26. WHAT IS THE CONDITION OF THE WHEELS AND TIRES AND SPARE TIRE?		
27. WHAT IS THE CONDITION OF THE BRAKES?		
28. WHAT IS THE CONDITION OF THE MUFFLER(S) AND EXHAUST SYSTEM?		
29. DO ALL OF THE LIGHTS WORK PROPERLY?		
30. DO ALL OF THE INSTRUMENTS WORK PROPERLY?		
31. DOES THE RADIO WORK PROPERLY?		
32. DOES THE HEATER WORK PROPERLY?		
33. IF SO EQUIPPED DOES THE AIR CONDITIONER WORK PROPERLY?		
34. IF SO EQUIPPED DOES THE POWER STEERING WORK PROPERLY?		
35. ROCK BOTTOM ASKING PRICE FOR THE CAR?		
36. SELLERS NAME?		
37. SELLERS HOME PHONE NUMBER?		
38. SELLERS BUSINESS PHONE NUMBER?		
39. SELLERS ADDRESS?		
40. DIRECTIONS TO SELLERS HOME?		



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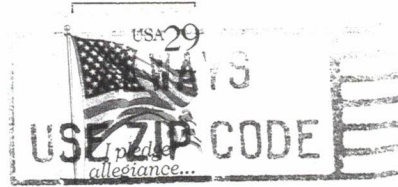
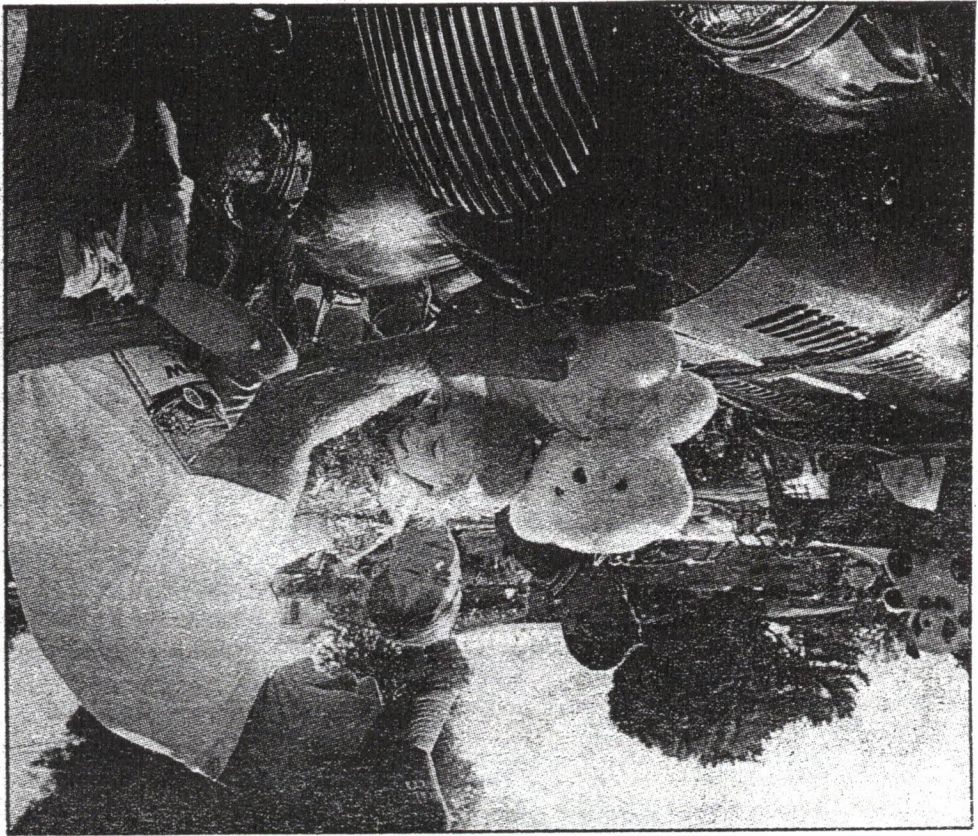
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JOSH COHEN

11 WEST ANAPAMU
SANTA BARBARA, CALIFORNIA 93101
805-965-5797
805-965-0797 FAX

BEAR DRIVE: Bill Czerwinski, of Ventura, balances daughter April, 3, while checking out donated teddy bears for handicapped children at Douglas Pentfield School in Ventura. The fifth annual event was organized by Central Coast Triumphs All-British Car Club.

Staff photo by Chuck Kirman



FIRST CLASS

Check your mailing label for membership expiration date!

Ron & Carmen Kibbe
 Mar 95
 862 Yale St
 Santa Paula CA 93060

Forward and Address Correction Requested