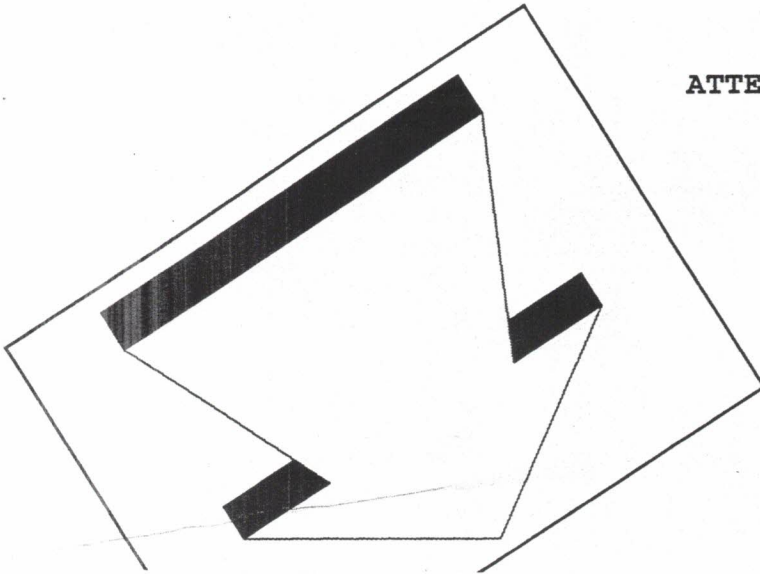


THE CLEAR HOOTER!

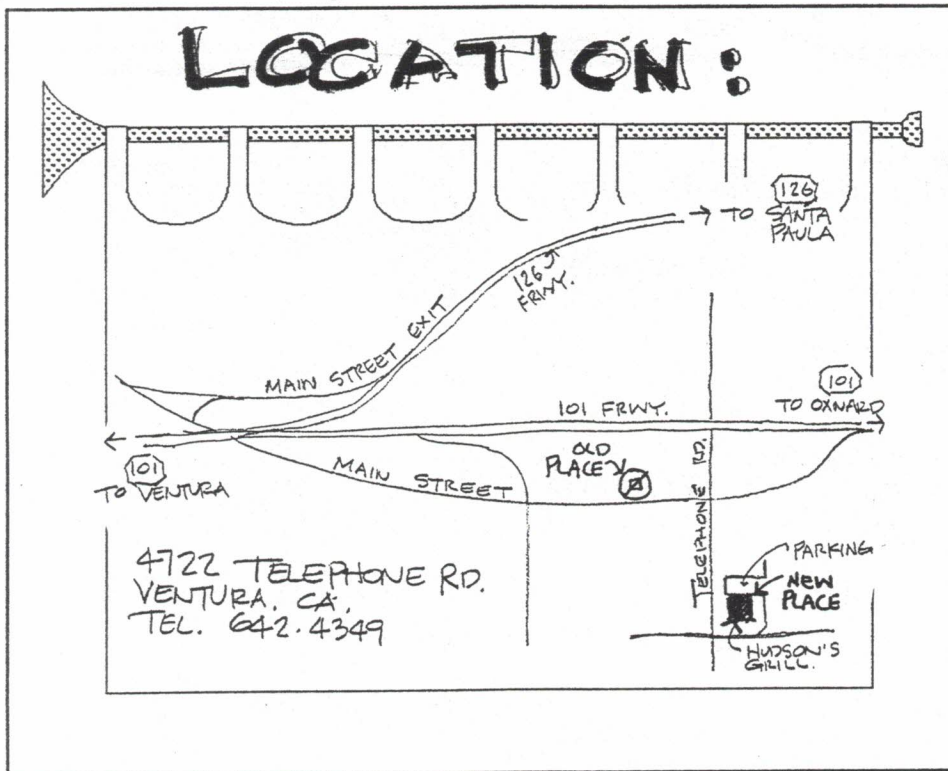
THE NEWSLETTER OF CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB



ATTENTION: CLUB MEMBERS...
WE'RE MOVING!!

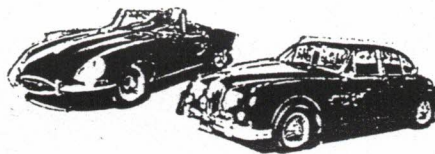
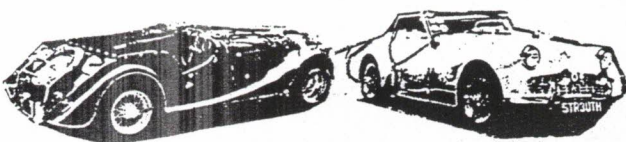


BEGINNING FEB 1, 1995
OUR NEW MEETING PLACE
WILL BE HUDSON'S GRILL...



VOLUME 12, NO. 1

JANUARY 1995



CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB

is a Chapter of the Vintage Triumph Register. Dues are \$20.00 per year payable in February to:

CCT All British Car Club
P O Box 503
Ventura CA 93002
Attn: David McIlhaney
Membership Chairman

1995 BOARD MEMBERS/OFFICERS
(installed 04 January 1995 at the Monthly Board Meeting)

PRESIDENT

C Darryl Struth (h) 805-644-6211
(w) 805-656-3673

VICE-PRESIDENT

Jane McIlhaney 805-642-4441

TREASURER

Don Greene 805-652-0330

SECRETARY

Ton & Terri 805-987-4629
Crawford

MEMBERSHIP CHAIRMAN

David McIlhaney (h) 805-642-4441
(w) 805-982-7937

EVENTS CO-ORDINATOR

Daryll & Cindy 818-887-5518
Clark

VOLUNTARY POSITIONS

HISTORIAN Position Open

NEWSLETTER EDITOR
Susan Raty 805-641-2607

AD MANAGER
Tim Mikel (h) 805-644-8690
(w) 805-643-5621

MEETING INFORMATION

MONTHLY GENERAL MEETINGS
(NOTE NEW LOCATION!):

FIRST WEDNESDAY EACH MONTH
7:00 pm

HUDSON'S GRILL
4722 Telephone Road
Ventura CA
Ph 805-642-4349

1995 Meetings			
Jan	11	Feb	01
Mar	01	Apr	05
May	03	Jun	07
Jul	05	Aug	02
Sep	06	Oct	04
Nov	01	Dec	06

MONTHLY BOARD MEETINGS
are currently held
SECOND WEDNESDAY of
each month
where officers assist
in printing/assembling
the newsletter. **ALL**
MEMBERS ARE WELCOME TO
ATTEND!

Call one of the officers
for Board Meeting location.

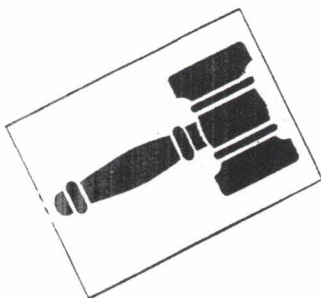
"THE CLEAR HOOTER" is
published monthly.

DEADLINE for "CAMERA
READY" contributions
to the newsletter is
SECOND TUESDAY of **EACH**
MONTH. Mail to Club's
P.O. Box or contact
any one of the officers.

FOR NEWSLETTER CLASSIFIEDS,
contact Susan Raty
(805-641-2607) or Don Greene
(805-652-0330).

* * * * *

HAVE YOU MOVED????
PLEASE LET US KNOW!!



STATE OF THE CLUB ADDRESS

Let's see now. No baseball season, hockey season is still up in the air and football season is a couple of weeks away from the Super Bowl. Oh, did I forget basketball? Those guys always play - and so do we!!

Central Coast Triumphs All British Car Club has something to do every month for you and your car. That's the great thing about us being an all British Car Club. We can't keep up with the different events. So, if you stay home this year, you'll miss **our** season and you won't have anyone to blame but yourself.

Last year several of the club officers had personal problems - which is very understandable, however, it seemed as though I received all the responsibility. No problem! With people like Claudia Diebolt, Don Greene and Susan Raty, we managed to save the day. I agree with what Ron Roland said at a meeting one time, "Without a newsletter you lose the club".

Well, we put a few things together and seem to have organized a good group. With new officers and a few more offices we've added: Advertising Chairman, Tim Mikel, Event Co-ordinator(s), Daryll and Cindy Clark and Assistant Editors, Herb Friedman and Jon Korbin. We had Kristie Harrington as Art Co-ordinator, but we lost her to Technicolor.

"I think with all the new club officers we have now, you, as a member, will notice a big difference. Thanks to Don Greene for thinking up all those new positions; makes it much easier on the entire board.

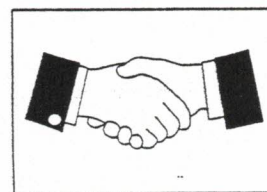
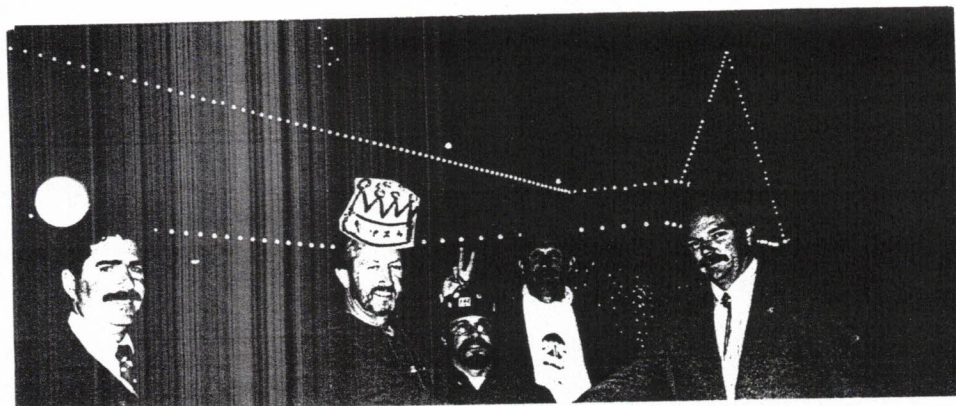
"There are two kinds of people, those who do the work and those who take the credit. Try to be in the first group; there is less competition there".

-Indira Gandhi

And with that, I guess I'll see all of you at every meeting and every event this year, huh?

Keep 'em running,

A handwritten signature in cursive script, appearing to read "C. Daryll Hunt".



EDIT . . .er, ME ????

As most of us know, the Editor's position is, to say the least, frustrating, demanding, gruelling, hard work and most often met with critical opposition.

How then did I so foolishly "volunteer" for such a thankless job?

Well, the explanation is simple. (DG made me do it! no...) I possess one of the basic qualifications...not that of newsediting experience...but rather having a masochistic, "nerves of steel" character. (DG beats me!..not really.) In other words, I usually find myself in over my head (like being CCT's Newsletter Editor), yet I always accept and enjoy a challenge.

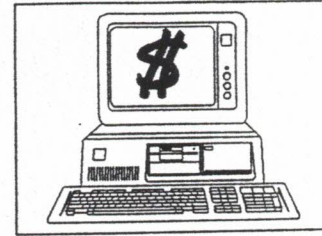
So here we all are entering the Twelfth Year of the Club's existence. In getting through this year, it will be my personal endeavor to publish a monthly "Clear Hooter" so as to keep all members old/older and new/younger, informed and entertained, especially for those unable to attend the Club's meetings.

At this time I also make a personal plea for assistance and suggestions (even criticism) from any and all members in their contributing input for our newsletter, such as tech articles, event announcements and commentaries, classified listings, sharing of personal experiences/travels, photos, etc.

Our newsletter is a vital substance in keeping the Club alive and together...and together we shall persevere in meeting this challenge.

With enthusiasm

Susan Raty
Susan Raty (as in lady)



TREASURER'S REPORT

CENTRAL COAST TRIUMPHS ALL BRITISH CAR CLUB
DECEMBER 31, 1994

01/09/94
BEGINNING BALANCE: \$5,396.63

01/28/94
TRANSFER TO SAVINGS ACCT: (1,576.63)

01/28/94
BALANCE TO OPERATING ACCOUNT: \$3,820.00

1994 OPERATING ACCOUNT ACTIVITY:

NEWSLETTER EXPENSES	(\$951.47)
CLUB PROPERTY PURCHASES	(50.00)
REGALIA	(750.47)
EVENT NET PROCEEDS	+897.91
RAFFLE NET EXPENSE	(41.21)
CLUB SPONSORED FUNCTIONS	(969.53)
MEMBER DUES COLLECTED	+1247.00
INSURANCE COSTS	(120.00)
DONATIONS	(125.00)

1994 TOTAL NET EXPENDITURE (\$862.77)

12/31/94
BALANCE TO OPERATING ACCOUNT: \$2,957.23

12/31/94
BALANCE TO SAVINGS ACCOUNT: \$1,604.81
includes \$28.81 interest accrued

12/31/94
ENDING BALANCE: \$4,562.04

Treasurer's Comment: Operating activity in 1994 showed a net loss of \$862.77 (above). This results primarily from Regalia purchases which will ultimately turn to proceeds. A change in the Member Dues collection, from anniversary dates to all dues payable in February, is also a contributing factor. In February 1995 we will see a sharp increase in Member Dues proceeds and in our Account Balance.

THE CLEAR HOOTER!

5


MOSS MOTORS, LTD.

C Darryl Struth.
4279 DePaul
Ventura CA 93003

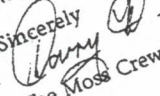
1/10/95

Dear Darryl.

We have noted with interest the change of title of the "Central Coast Triumphs" to "Central Coast Triumphs All British Car Club".

We would like to comment that we here at Moss Motors feel this to be a most positive step to further the cause of British sports car motoring on the Central Coast, and is bound to broaden your membership base for the benefit of all concerned. In this ever-shrinking world of "our" cars we must collectively stay close together so that our efforts to carry the torch forward may be sustained and successful.

If we can be of any help to you in your quest to unite all Central Coast British Sports Car owners then please do not hesitate to contact us. With every good wish for the future.

Sincerely

The Moss Crew



7200 Hollister Avenue, P.O. Box 847, Goleta, California 93116
Telephone 805-968-1041 FAX 805-968-6910 Telex 658473

"BEST OF BRITISH"

Phone 805-640-1862
107 East El Roblar Drive
Ojai, California 93023
Monday - Saturday 6:30am - 9pm
Sunday 8:00am - 6pm

A couple of Sundays ago on the way from church to the donut shop, I walked past a new business that I didn't remember ever seeing before. It's not surprising really because I never walk anywhere - I always drive my Jaguar. Actually, I'm not the lazy bum that I'm making myself out to be. Since "Daisy", the old English sheepdog became a member of our household, I walk the streets of Ojai several times a week. Anyway, on the way to the donut shop a small Union Jack caught my eye inside this new business. "What do we have here?" I asked myself as I proceeded into a charming English cafe called "The Best of British". The place was delightfully clean with beautiful tea pots on display and English accents abundant amongst the owner and employees. They were in fact closed at the time but I promised to return to sample the goodies from the menu.

As a man of my word my wife and I returned a week later and ordered the cornish pastie and chips twice, pot of tea for 2, some bread and butter and even sampled their home made English trifle.

As I grew up in England, I knew exactly how everything should be. To my delight the cornish pastie was as good as any I'd ever had in Cornwall and the trifle was better than my mothers who was a professional cook for 20 years.

I was so impressed with this delightful establishment that I promised the owner that as I was a member of the local British Car Club that I would arrange a Sunday Brunch Run and fill his parking lot with Triumphs, Morgans, Jaguars, MG's, and the like. The smile that immediately flowed all over his face told me that here was another car enthusiast. He joked a reply, "If you do that I won't have the time to cook anything because I'll be out looking at the cars!"

The owners are fresh from England embarking on a new life in the colonies and my suggestion is let's fill his parking lot soon with some good British Iron.

Phil Smith

SECRETARY REPORT

THE JAN. BOARD MEETING WAS HELD ON JAN. 4, 1994 AT ROUND TABLE PIZZA IN VENTURA AT 7:30 PM. 9 MEMBERS WERE PRESENT AS THE NEW OFFICERS TOOK THE WHEEL.

LOTS OF NEW IDEAS WERE BROUGHT UP, AND THERE WAS A GOOD EXCHANGE OF INFORMATION BETWEEN MEMBERS.

A NEW VOLUNTARY POSITION WAS ESTABLISHED... THAT OF ADVERTISEMENT CHAIRMAN TO BE HELD BY TIM MIKEL.

THE NORMAL MEMBER MEETING FOR THE MONTH WAS CANCELLED BY THE PRESIDENT DUE TO THE SEVERE RAIN STORMS IN THE VENTURA COUNTY AREA.

SEE YOU ALL IN FEBRUARY.

Tom

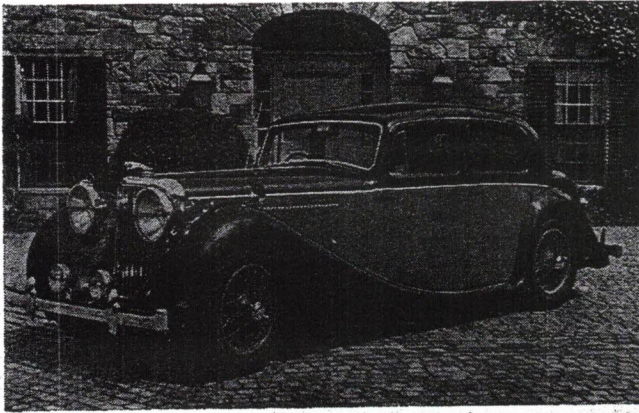
ATTENTION MEMBERS!!!

DUES ARE DUE! If you haven't already done so, please send in your dues for 1995 and for the balance of 1994 as soon as possible. Notices were sent out advising you of the amount owed for 1994, but some have not yet responded.

Members who have not paid for the balance of 1994 will be dropped from our roles at the end of February. Members who have paid through 1994 but who have not paid for 1995, will be carried only through March.

If you have any questions concerning the dues, please call the membership chairman, David McIlhaney, at 642-4441 in Ventura.

*Thanks!
David*



JAGUAR MARK IV

(This is not a report on an actual test made by R & T, but the data is based on reliable material printed at the time of the car's introduction and is believed to be accurate.—Ed.)

June, 1948. It was not unexpected that the first post-war British cars would be, in essence, much the same as pre-war models, and the 3.5-litre Jaguar Mark IV sedan is no exception.

To American eyes the styling of the Mark IV is reminiscent of some of our best domestic sedans of the early thirties, but a detailed examination of this car brings many surprises to even the most blasé A-to-B transportation buyer. Every element of design and construction, from the unusual driving position to the four forward seats to the individual leather-upholstered seats, etc., is so different from anything we have available over here that the immediate urge is to try one out and see if maybe we haven't been missing something.

Even the engine brings surprises. A pushrod overhead valve six of 212.6 cubic inches is a large engine in England, but smaller than any of our three most popular cars. Nevertheless, this "small" engine produces no less than 125 bhp and will readily exceed 4500 rpm.

Driving the car is remarkably simple, and in a few blocks one suddenly realizes that, even though costly, here is an outstanding automobile which brings back a long lost pleasure—the sheer thrill of driving a truly comfortable and responsive machine. The steering is like no other sedan we can remember—quick, accurate, and absolutely safe at all speeds. The only objection is that 2.75 turns lock to lock makes parking a bit rugged.

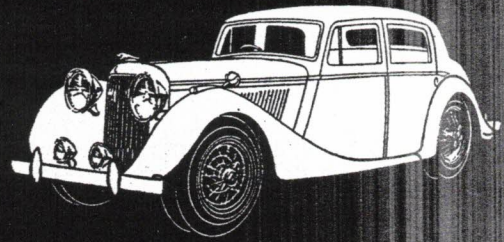
The result of combining a very flexible "high-speed" engine with four speeds forward defies description. Of course you can lug along in high gear at 15 or 20 mph, but one soon learns that a quick downshift to second will provide a terrific burst of acceleration all the way up to almost 50 mph. Then one shifts to 3rd gear, and in this ratio the car virtually rockets around slow moving highway traffic. High gear gives effortless cruising at 70 or more mph, with an honest top speed of over 90 mph available if desired.

Considering the price, the engine and gears are perhaps not as dead-silent as one might expect, but the sporting flavor of this machine and the smooth running of the 7-bearing crankshaft are sufficient compensation for those who appreciate such things.

Apart from the mechanical department, the riding qualities are firm enough to discourage volume sale to our carriage trade, but the true enthusiast will revel in the high-speed roadability of the Jaguar—something a soft riding car has never yet been able to approach. And at high cruising speeds the absence of wallow and roll is far more comfortable and worthwhile than the virtues of a good boulevard ride, in our opinion.

After driving this unusual automobile, one need no longer ponder the question so often asked in this country: "what good is a fast touring car if safety diminishes with speed." A Jaguar Mark IV should be compulsory driving for every Detroit motor magnate. ●

R & T CLASSIC TEST NO. 6



JAGUAR MARK IV SEDAN

SPECIFICATIONS

List price	
(before devaluation).....	\$4835	
Wheelbase, in.	120	
Tread, f/r.....	54/56	
Tire size.....	5.50-18	
Curb weight, lbs.	3640	
distribution, %.....	50/50	
Test weight.....	3950	
Engine	6 cyl., ohv	
Bore & stroke.....	3.23 x 4.33	
Displacement, cu in.	212.6	
cu cm.	3485	
Compression ratio.....	7.20	
Horsepower	125	
peaking speed	4250	
equivalent mph	85.0	
Torque, ft.-lbs.	184	
peaking speed	2000	
equivalent mph	40.0	
Gear ratios, overall		
4th	4.27	
3rd	5.74	
2nd	8.28	
1st	14.4	

PERFORMANCE, Mph

Top speed, avg.	91.0
best run	91.5
3rd (4500)	67
2nd (4550)	47
1st (4550)	27
see chart for shift points	
Mileage range	13/15 mpg

ACCELERATION, Secs.

0-30 mph	5.3
0-40 mph	7.9
0-50 mph	11.9
0-60 mph	16.8
0-70 mph	25.6
0-80 mph	34.7
Standing start 1/4 mile	20.5

TAPLEY DATA, Lbs/ton

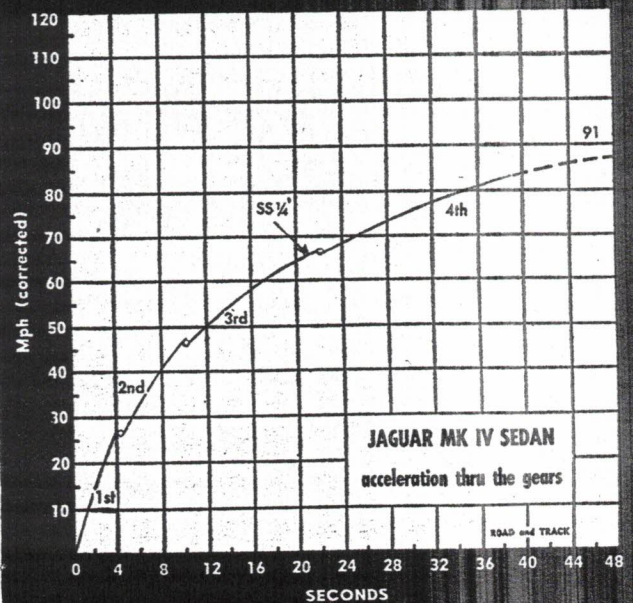
4th	210 @ 40 mph
3rd	280 @ 33 mph
2nd	400 @ 25 mph
1st	600 @ 18 mph
Total drag at 60 mph, 200 lbs.	

SPEEDO ERROR

Indicated	Actual
30 mph	29.0
40 mph	38.0
50 mph	47.5
60 mph	57.0
70 mph	66.0
80 mph	76.0
96 mph	91.5

CALCULATED DATA

Lbs/hp (test wt.)	31.6
Cu ft./ton mile	93.3
Engine revs/mile	3000
Piston travel, ft./mi.	2160
Mph @ 2500 fpm.....	69.4



ARTICLE REPRINT FROM "1958 ROAD TEST ANNUAL" ENTHUSIASTS PUBLICATIONS, VENICE, CA

Neither rain,
wind nor
etcetera
can stay
this courier



TRIUMPH TR3

only \$2675*

For unfailing delivery of the most exciting performance, get behind the wheel of a TR3. Soft top up, against early spring wind . . . seated deep in cushioned leather . . . you touch the starter and you're gone!

What obedience . . . you have a tiger in your power. Gently purring through traffic, ready to roar out on the open road, you're feeling (and causing) a new sensation. Effortlessly you have her up to 80 in Overdrive. A quick down-shift and you're taking the horseshoe bend without a sway, leaving the "big jets" braking and shaking behind. And as you search out a lonely road to try her straightaway power, it's nice to know that your disc brakes† have stopping power to match.

Yes, this is British engineering brilliance . . . the world's finest performance value. And the TR3 delivers this in the greatest of style. You'd be wise to arrange for delivery now. Guest-drive the TR3 today.

STANDARD-TRIUMPH MOTOR COMPANY, INC., Dept.

*2675 at U.S. ports of entry, plus state and/or city taxes (slightly higher West Coast.)

Wire wheels, hard top, rear seat, white wall tires and overdrive, etc. optional extra

SPECIFICATIONS:

BRAKES: Disc brakes on front wheels†

TOP SPEED: 110 MPH **MILEAGE:** up to 35 MPG

ENGINE: 4 cyl. (OHV) 1991 cc **OUTPUT:** 100 BHP

ACCELERATION: 0-50 in 8 sec.

MAINTENANCE:

Parts and service available coast to coast!

Free Brochure and dealer list on request.

Write now—for fun!

†A Triumph-plus . . . as standard equipment.



1745 Broadway, (at 56th St.) New York 19

(GUESS THE YEAR !!!!!)

Central Coast Classifieds

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

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

'77 MG MIDGET - Good condition.
Lots of Xtra Parts. First \$1500.00.
805-525-1405 (Bob).

THIS SPACE IS AVAILABLE !!!!!

'65 TRIUMPH SPITFIRE. Convertible,
no top. Engine runs, Trans needs work.
Restore or Parts. 805-644-0543 or
805-648-5745.

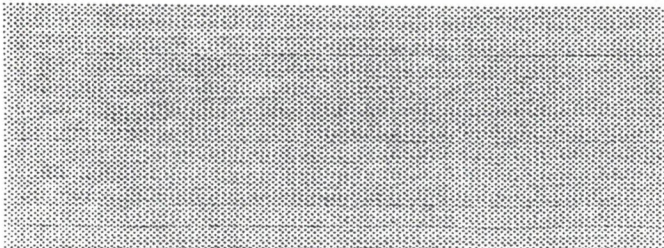
TRIUMPH/MORGAN WIRE WHEELS Plus
various PARTS too numerous to list.
Call with needs/wants/desires (car
related). 805-652-0330 (Don).

WANTED - TR6 door latch assembly
for left hand door. OEM #907177
or #923334. Call Pete:
800-235-6954, x3214.

'46 JAGUAR 1.5L SALOON! Partially
restored. 95% complete. \$4500.00.
Will entertain all offers/trades.
805-652-0330 (Don).

'74 TR6 - Good paint (Triumph yellow).
Good interior. Recent eng re-build.
New red-line Michelins. \$3950.00. All
offers or trades considered.
805-652-0330 (Don).

THIS SPACE IS AVAILABLE !!!!!





HANS NOHR

1720 S. Grove Ave., Unit A
Ontario, CA 91761
Phone/Fax 909-947-0200

FOREIGN AUTO PARTS

OF VENTURA

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Paul MacLaren
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FORD

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SALES MANAGER

C. DARRYL STRUTH
FLEET MANAGER

R. E. BARBER FORD
3440 E. Main St.
Ventura, CA 93003
(805) 656-FORD (3673) - Office
(805) 644-6211 - Home

23rd Year Member



"The Auto Shoppe"

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Ventura, Ca 93003

805-644-4565

Bill R. Turley

*Specializing in British and Domestic
Automobiles*

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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

**TRANSMISSION & OVERDRIVE
REBUILDING**

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

F.O.B. SANTA BARBARA, CA

RICHARD PHILLIPS

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5% DISCOUNT TO ALL CLUB MEMBERS!

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JOSH COHEN

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

COME ONE, COME ALL...TO THE
ANNUAL CCTABCC WINE TOUR AND
PICNIC TO BE HELD FEBRUARY 11/12...

Each year in February our club hosts a scenic tour of Central Coast wineries, followed by a most excellent picnic. In recent years we have also reserved rooms at a fine establishment for those who wish to spend the night. This year the Santa Maria Inn (Phone 800-44RELAX) has again been selected and a block of 20 rooms has been reserved, at a special club rate of \$55 per night. If previous years are any gauge, the rooms will be snapped up rather quickly, so we recommend that you make your reservations as soon as possible. THE INN WILL ONLY HOLD THIS BLOCK OF ROOMS FOR US UNTIL 27 JANUARY. If it is not possible for you to make reservations prior to 27 January, however, don't panic...go ahead and call the Inn as soon as your plans are firmed up...rooms may still be available. If you plan to stay the night, please ALSO call Don Greene at 805-652-0330.

If you plan to participate in the picnic, please bring your own food, drink and utensils. Yep, this is a real do-it-yourself affair!! You may wish to purchase wine during the tour, to partake at the picnic..

Dinner at Santa Maria Saturday evening will be on your own. There are facilities at the Inn as well as at other resturants in the area.

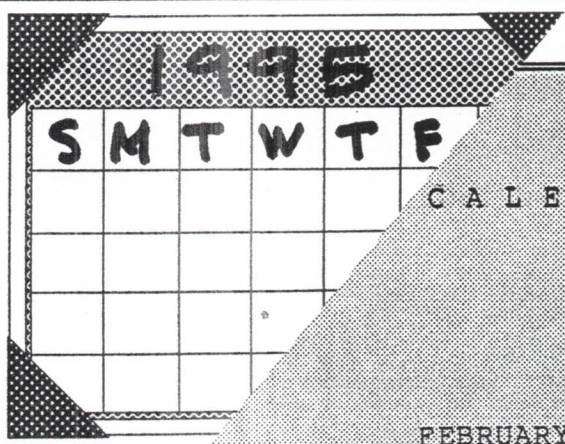
Sunday morning will be yet another treat -- a driving tour to Cambria to the Mog Caf ~~and~~ courtesy of Lynne and John Willburn, where brunch will be served from 10:00 to noon. From there the group will caravan back home, with plans to stop at a couple of wineries on the way.

The Club is busily making plans for the tour. Maps, routes and details will be provided the morning of the tour. As in past years, you will also have the opportunity to purchase raffle tickets for some festive gift baskets of wine and other goodies.

We welcome our brothers and sisters from the other area British Car Clubs, who always support this event wholeheartedly.

MAKE YOUR RESERVATIONS NOW -- DON'T DELAY...SEE YOU AT GOLDEN CHINA (OLE CHARLEY BROWN'S) AT THE SEAWARD EXIT, BEFORE 8:30 ON SATURDAY MORNING 11 FEBRUARY!! If you have any questions you can contact Don Greene (see above), or Daryll and Cindy Clark at 818-887-5518.

David + Don



C A L E N D A R O F E V E N T S

1 9 9 5

- FEBRUARY
11-12 "WINE TOUR"
CENTRAL COAST TRIUMPHS ALL BRITISH
CAR CLUB EVENT (see details within
this newsletter- A NOT TO MISS EVENT)
- MARCH
Date TBA "PETERSON'S MUSEUM TOUR"
(tentative, look for future
announcement)
- APRIL
Date TBA "CONEJO VALLEY RUN"
(annual event we all look forward
to - we'll keep you advised)
- MAY
07 "SANTA MONICA ALL BRITISH CAR DAY"
(details to be provided in future
newsletters)
- MAY
21 "VENTURA ALL BRITISH CAR DAY"
CENTRAL COAST TRIUMPHS ALL BRITISH
CAR CLUB EVENT - FIFTH ANNUAL!!!
(Keep this date!)
- MAY
27 "SCOTTISH HIGHLAND GAMES"
A fun event not to be missed!
- JUNE
Date TBA "HILL CLIMB" - Details to be
announced.
- 14-16 MOSS MOTORS BRITISH CAR FESTIVAL!!!!

Forward and Address Correction Requested

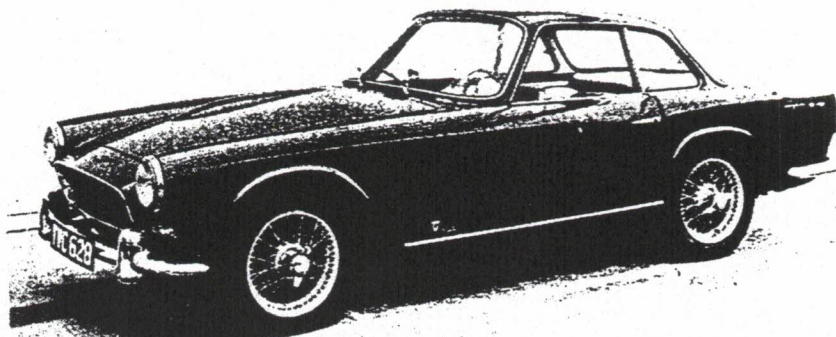
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Check your mailing label for membership expiration date!

FIRST CLASS



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*The Triumph Italia, a Michelotti design strongly predicting
The TR-4. (Photo courtesy of British Leyland Motors).*