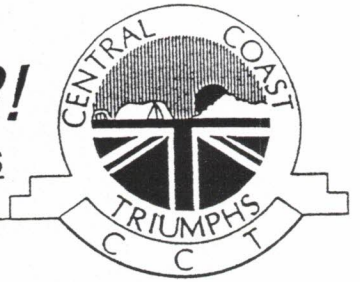


THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB



ANNIVERSARY ISSUE



ANNUAL WINE TOUR
SEE DETAILS INSIDE

PICTURED BELOW
WAS OUR 10TH
ANNIVERSARY PARTY
AT THE GOLETA
BEACH CAFE,
LAST YEAR



** HAPPY 11TH ANNIVERSARY **
(TO US)

CENTRAL COAST TRIUMPHS
Founded February 1984

** WITH A TOAST **

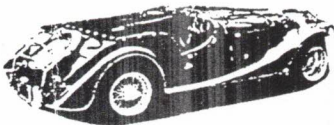
"MAY OUR LIFE BE LIKE GOOD WINE,
TASTY, SHARP AND CLEAR,
AND LIKE FINE WINE
MAY IT IMPROVE WITH EVERY
PASSING YEAR!!"

-an old Italian Proverb



VOLUME 12, NO. II

FEBRUARY 1995



CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB

FOUNDED in 1983 by Ms Lee Blomquist

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:

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

Tom & 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

CONTRIBUTING EDITORS
Jon Korbin 818-345-6264
Herb Friedman 805-984-3649

AD CHAIRMAN
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.

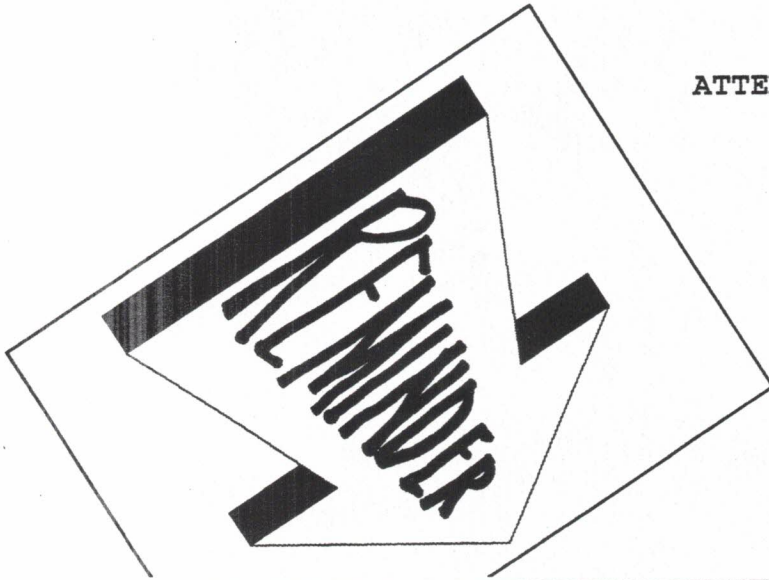
"THE CLEAR HOOTER" is
published monthly.

DEADLINE for "CAMERA
READY" contributions
to the newsletter is the
TUESDAY FOLLOWING GENERAL
MEETING. 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).

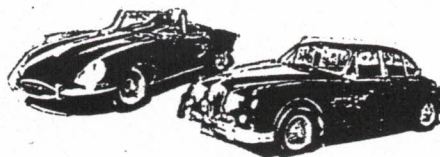
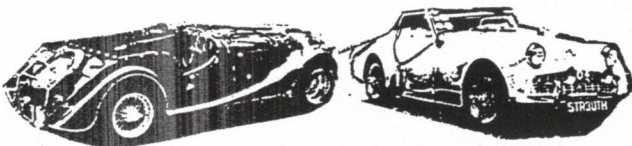
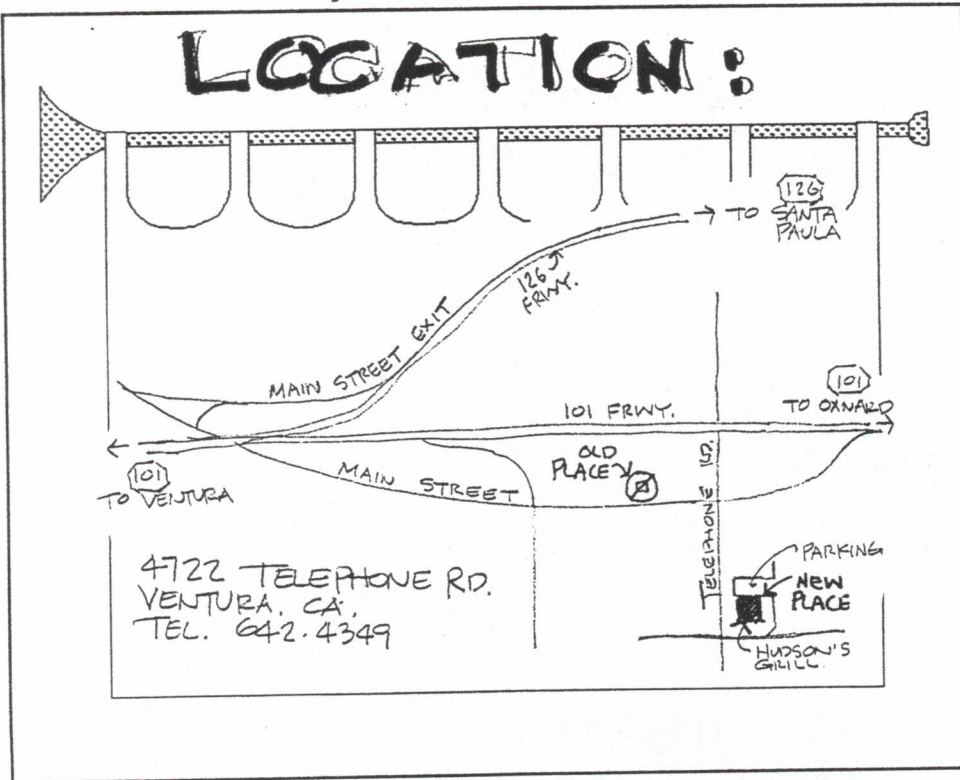
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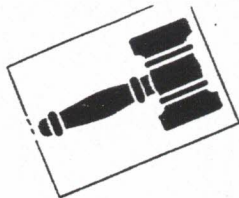
HAVE YOU MOVED????
PLEASE LET US KNOW!!



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

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





I was certainly overwhelmed by the attendance at the February meeting. Keep it up! I saw faces and heard names I'd never seen or heard before. I've always been amazed how everyone shows up at the beginning of the year, but as time progresses, the attendance peters out. I'm very glad you all turned out! Maybe this is a sign of a big change in the club.

Many thanks to the officers for their information and input. V.P. Jane McIlhaney was quite clever with her selection of "Central Coast" brand wine for the drawing and speaking of the drawing, Jane had to make up her own tickets (on scratch paper) for the lack of the club's ticket roll - Where is it Friedman?

Our Treasurer, Don Greene gave his usual low-keyed report on the club funds. Did anyone hear him? Has he bought another British car lately?

Membership Chairman, David McIlhaney, will be sending to each member an application to up-date your club status. Please help us by filling out the application and returning it ASAP. David will also be sending you a bill for your 1995 dues.

**DUES
PAYABLE
FEB. 28
OR
ELSE!!!**

Remember Boys and Girls, if your dues aren't paid by ~~February~~, 1995, you'll receive the Clear Hooter for only one more month and then you'll be dropped from the roster if you don't read your address label - NO FREE LUNCH.

The entire board is very excited about the new office of Events Co-Ordinator(s) of Daryll and Cindy Clark. They are going to do the club a great service. Previously either the President or another officer had to handle the event, or shall we say, "assume the position". Then there's Susan Raty, our Newsletter Editor. Susan needs your articles or newsworthy information. Remember - No Information, No Newsletter.

Our first even this year is this weekend. The 11th & 12th is our "Annual Wine Tour". If you want to have a great time and drive all over the place - don't miss this one! Call Don Greene for more information - 652-0330. "PLEASE ALL AND YOU WILL PLEASE NONE"

-Aesop
Keep 'em running,

FEBRUARY SECRETARY REPORT

THE FEBRUARY MEETING WAS HELD AT THE NEW LOCATION, HUDSON S GRILL ON FEBRUARY 1. THE MEETING WAS CALLED TO ORDER AT 7:30 P.M. WITH A "RECORD" ATTENDANCE OF APPROXIMATELY 45 PEOPLE. THE MEMBERS WERE ASKED TO STAND AND INTRODUCE THEMSELVES AND THEIR "BRITISH CARS".

DON GREENE GAVE THE TREASURER'S REPORT AND FINANCIAL STANDING OF THE SAVINGS AND OPERATING ACCOUNTS.

THE CLARKS (EVENTS CHAIRPERSONS) GAVE A BRIEF RUNDOWN OF ALL THE UPCOMING EVENTS FROM ALL DIFFERENT CLUBS IN THE AREA OF INTEREST TO THE MEMBERS, AS WELL AS SOME IDEAS OF THEIR OWN.

DON AND SUSAN MADE A TRIAL RUN TO MAP OUT THE "WINE TOUR" AND GAVE A BRIEF DESCRIPTION OF THEIR IDEAS FOR THE EVENT. DIRECTIONS WILL BE HANDED OUT BEFORE THE RUN.

DAVID MCILHENY GAVE A MEMBERSHIP CHAIRMAN REPORT CONCERNING THE AMOUNT AND DUE DATE OF MEMBERSHIP DUES.

SUSAN RATY REQUESTED ARTICLES AND PHOTOS TO BE USED IN THE NEWSLETTER OF MEMBERS TRAVELS, TECH ADVICE, ETC. PHOTOS WILL BE RETURNED.

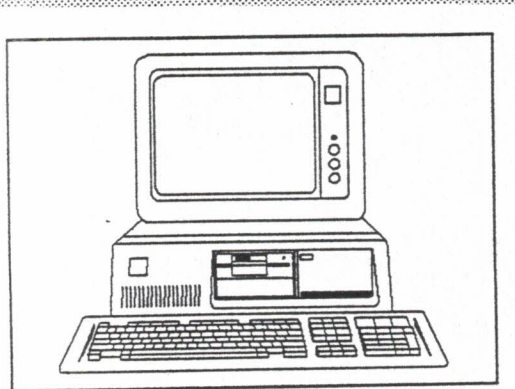
BOARD MEETING TO BE HELD, MONDAY, FEB. 6 AT 7 P.M.

THE MONTHLY RAFFLE WAS REINSTATED, AND ONE LUCKY MEMBER WON A BOTTLE OF "LOCAL" WINE!

THE MEETING WAS ADJOURNED AT 8:00 P.M.

HOPE TO SEE YOU AT THE NEXT MEETING.....

Sei



EDIT . . . er, THAT'S ME!

PRESS TIME! (Again, so soon? Alright, already!)

February's issue is published a wee bit early with our main objective being to bring you all up to speed with the WINE TOUR 11/12 FEBRUARY 1995 (see you there?)

Ordinarily you will receive the 'Clear Hooter' more mid-month.

Admittedly our January 'Clear Hooter' (my first!) got off with only a few hitches and flaws. That makes one down and (only) eleven more to go, a comforting thought. My gratitude goes out to Darryl Struth, David McIlhaney and Don Greene in giving me more than a helping hand at piecing together and printing the last newsletter. I could not have done it without them. My hat is also tipped to all past newsletter editors and the like (e.g. Tom Culbertson, Steve Drury) for their dedicated time and effort in having survived this job!

Those of you who attended the General Meeting held 01 February 1995 saw what a great turn out we had. We "regulars" certainly saw some new and old faces. Hope we can continue with this same, positive momentum. At the meeting I was greeted with overwhelming support from the members in offering assistance with the newsletter articles. Please keep 'em coming! And a special thanks to Bill Rogers for his valuable input.

Well, IT IS PRESS TIME, so I must be running....

Susan Raty

SNEAK PREVIEW OF UPCOMING EVENTS

Third Annual Conejo Valley Run

Saturday April 29th 1995

The Conejo Valley rabbit will run again this year on April 29th. This years event will be a challenging adventure with a social theme based on an entertainment icon from the 60's. The focus will be a beach party for those of you who wish to participate in the now-traditional hat contest. We plan to have the rally start at a renowned Westlake establishment so that those who want Brunch/breakfast can have something prior to the 1200 Noon start.

The event itself will be a fun rally with timing and simple navigation using Tulip Arrows as before. We plan to use less questions than in the past, but still to cover some new and many well-known roads covering about 90 miles in the scenic Santa Monica Mountains. We are planning a picnic for the finish. More details next month. We encourage CCT members, friends and other Brit car club enthusiasts to join us for a fun day.

Bill Rogers, Clerk of the Course

CCT ALL BRITISH CAR CLUB
WINE TOUR....11/12 FEB. '95

Gals and Gents, start your
E N G I N E S

The plans are finalized and the attendance appears to be overwhelming, one of record breaking numbers.

If you are still interested in joining us for the overnight at the Santa Maria Inn on Saturday, please contact the hotel at 800-462-4276 and also notify Don Greene at 805-652-0330 that you will be participating in the tour.

here are a few hints in advance:

8:30 DEPART GOLDEN CHINA (was am Charlie Browns) parking lot at Hwy. 101 and Seaward.

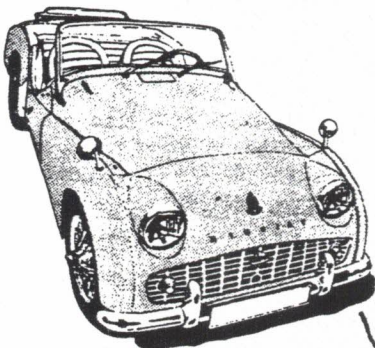
10:00 MEET NORTHERN PARTICIPANTS am AT REFUGIO STATE BEACH (road side across from park entry) to COMMENCE WINE TOUR.

Packets will be handed out at these locations which will include tour instructions, maps and info.

SATURDAY TOUR TOGETHER to 3 WINERIES, with a mid-day stop prior to picnic for any supplies you did not bring or forgot.

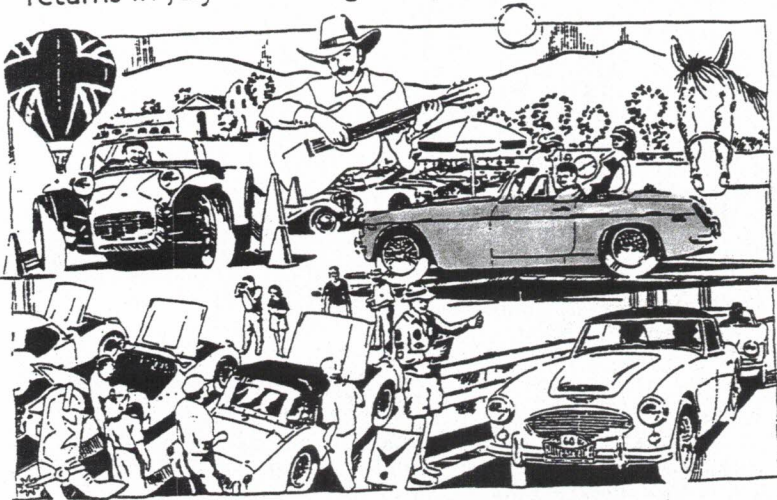
SUNDAY (sorry, Cambria brunch had to be canceled due to leg injury to hostess) will be up to your own discretion. Back-road map and suggested stops will be provided - you're basically on your own from there. GET WELL SOON LYNN.....

SEE YOU THERE...



MARK YOUR CALENDAR FOR July 14 15 16 1995

The 3rd Annual **MOSS BRITISH CAR FESTIVAL** returns in July with longer days and warmer nights!

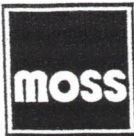


Don't miss the fun with something for the whole family.

- 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 July 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

MOSS BRITISH CAR FESTIVAL MONEY SAVING NEWS BULLETIN

By special arrangement from the Moss Motors Festival Team, for those of you not wishing to RV or camp, you can reserve a room at the

Wind Mill Ramada Inn, Buellton for only \$45 Thursday night, and only \$60 a night Friday and Saturday.

This is an excellent deal, July is the busy time of the year and motels are filled to capacity in the valley area. So, book early and save!

For this special low price and reservations call 1-800-WIND INN and tell the operator you are with the Moss Motors British Car Festival group.

LETTER(S) TO THE EDITOR

January 31, 1995

Dear Susan:

First of all congratulations and thanks for taking on the Editorial reins of the "Clear Hooter". As a fellow Editor I understand the effort involved - especially monthly. I enclose a couple of my issues for ideas. As you all recognize, the newsletter is the single most important thing in keeping the club going. The other thing of course, is a hard core of dedicated people. This year's slate of Officers seems to include ALL the folks I see at the events, so congratulations and thanks to them for what is bound to be a good year. If we, the members get really involved in at least one event, we can enjoy the others with a fairly clear conscience, and our Officers won't lose their enthusiasm due to doing all the work.

The Moss Motors letter recognizing our change of focus to an All British Car Club was interesting. As members of a few years standing with two British non-Triumphs, we have always felt welcome by the club members and the organization. This approach is influenced no doubt by the large and varied collections of several of our leaders, but none the less it reflects a direction for the future. Moss Motors seems to be edging away from the traditional one-make events towards the Flag-is-up Farm type of All-Brit event. Marque events are fine if there is enough participation. For some orphan makes this is a tall order.

The marque clubs for our cars are based in LA and Orange County - hardly the place to drive the cars on a Wednesday evening in rushhour traffic for a club meeting. Single marque clubs have their place in developing parts sources and providing specialized information, but in so many cases they fall into the hands of fanatics who insist that the only hose clamps you should use are those dreadful wire things and the car must be so authentic that it overheats as soon as the temperature goes over 80°F. Marque clubs are vital as you restore your car, so that you can see what it should be like and can avoid some of the pitfalls of others. But once you have it running, what happens?

If you put enough money into it perhaps you won the Concourse award - you can then drive it or polish it. I was meant to be driven, so someone else will win next year with a new restoration. How many years can you keep going to the West coast marque meets and look at the same cars? It is much more interesting to look at different machinery.

This, I believe, is the secret of the success of the All-British Car Meets - but why should an entrepreneur or commercial organization make the money from these events? Our All-British car show is the only one run by a club as far as I know and it shows how visionary Don and C. Darryl were in starting that event.

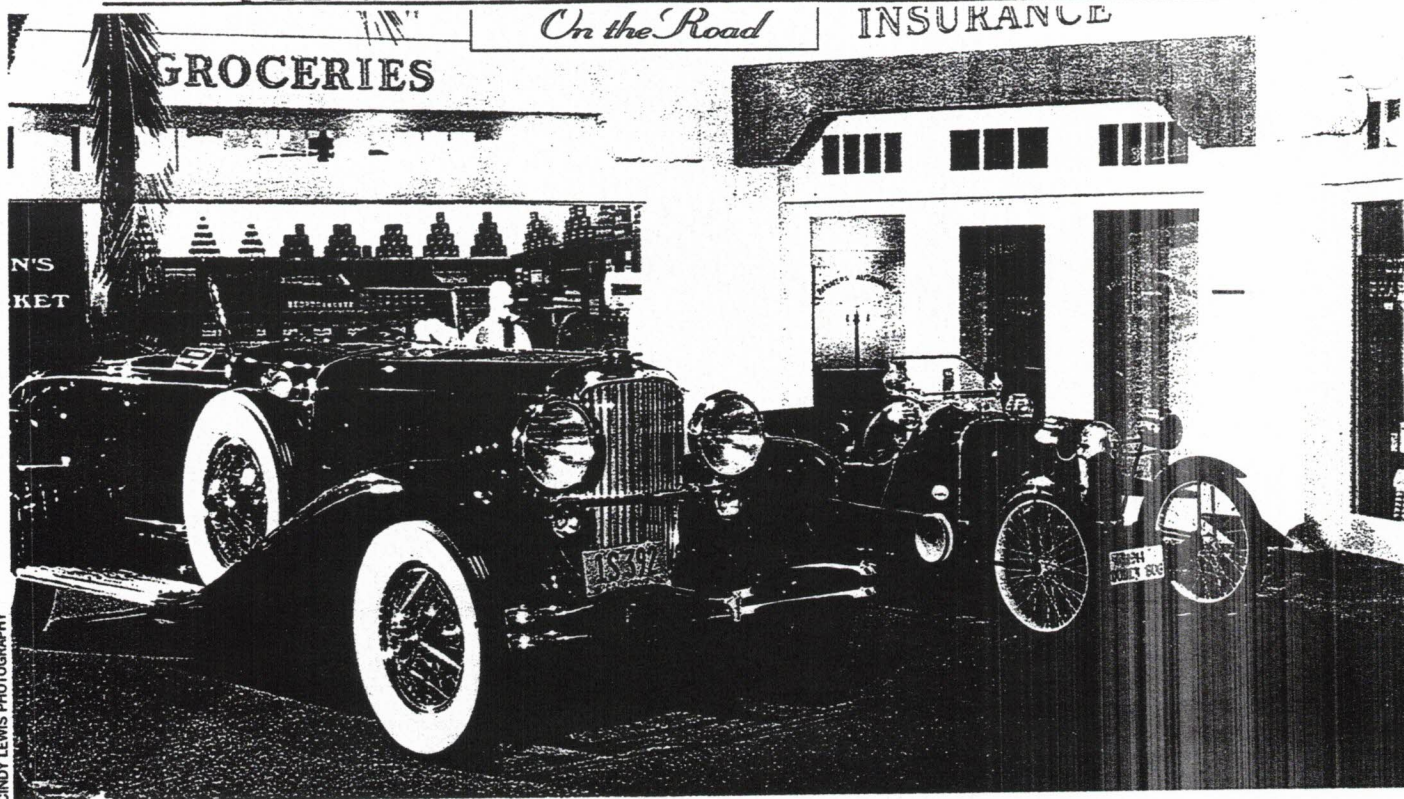
The point of all this? CCT&ABCC is going in the direction for the future and for your info, this is exactly how car clubs are run in England. I suspect that 90% of people belong to area car clubs with people who are interested in driving cars, while an eccentric minority specialize in a single make. Lets drive our cars, whatever the happen to be - we have the best climate in the world to preserve them and to enjoy them. How about inviting Corvettes to our events next?

One other suggestion for the CH is to include an up-to-date membership list. We did this before, but mine is old and printed too small to read properly with aging eyes.

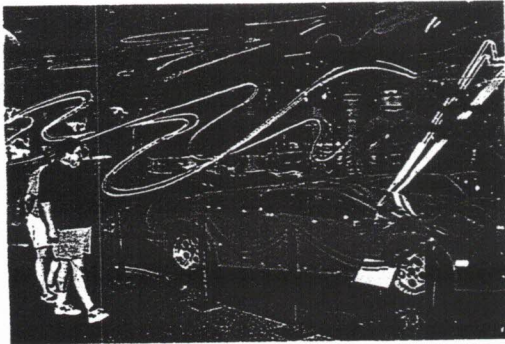
Sincerely,

Bill Rogers,

Editor, Formula Forum



CINDY LEWIS PHOTOGRAPHY



JUDY WADE/BILL BAKER

PARKING LOT FOR MEMORIES

L.A.'s Petersen Museum defines the car's place in life

BY JUDY WADE

"Sure brings back memories," Lucille McComas of Torrance, Calif., says wistfully as she eyes a 1932 Duesenberg Model J Roadster parked outside the 1920s grocery market. "We couldn't afford one of these, but I just saw a '31 Model A like the one we had in Texas when I was a girl," she recalls, adding that she also rode in "practically the same" Willys-Knight touring car that's parked in front of a 1920s bungalow around the corner.

Like other visitors to the new Petersen Automotive Museum in Los Angeles, McComas was discovering that identifying with a particular car, decade or lifestyle scene is half the fun of this lively, ever-changing 300,000-square-foot facility designed to tell how the car shapes American life and culture, particularly in the car-crazy city of Los Angeles.

The museum is more than just a shiny

parking lot. An imaginative attention to detail, like the dried flies strewn on the windowsill of the Dog Cafe and an unmistakable aroma of motor oil, tickles observant visitors and brings home the impact the car has had on how Los Angelenos travel, buy things and design their homes and roads.

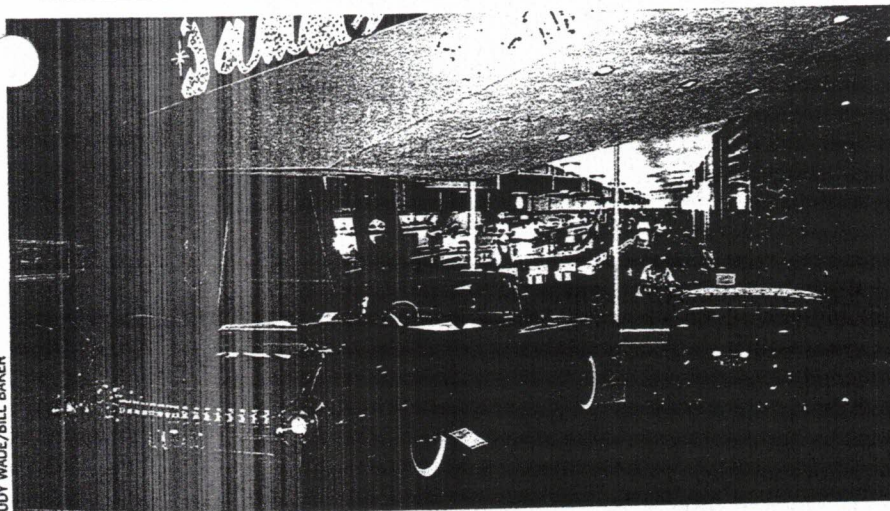
Matthew Roth, museum curator, emphasizes that impact when he says road and bridge construction and maintenance make up the largest public expenditure in the 20th century. The Dog Cafe, a squatty pipe-puffing bulldog, is a full-size replica of the long-gone eatery that once lured motorists traveling along busy West Washington Boulevard in the late 1920s. In its decade it unleashed a flurry of similar "character" restaurants.

Laurel & Hardy, seated in a 1922 Ford Model T, are "crushed" between two trolley cars in a scene from the 1930 movie *Hog Wild*. The attached garage of a 1950s sub-

urban tract home shelters a 1958 Edsel Bermuda station wagon and a 1948 MG TC. Buckets and rags clutter a full-scale replica of a 1929 Richfield service station. The buckets are not there as window-washing gear. Teens who manned the pumps used the buckets to collect enough gas from hoses and nozzles for a night of cruising.

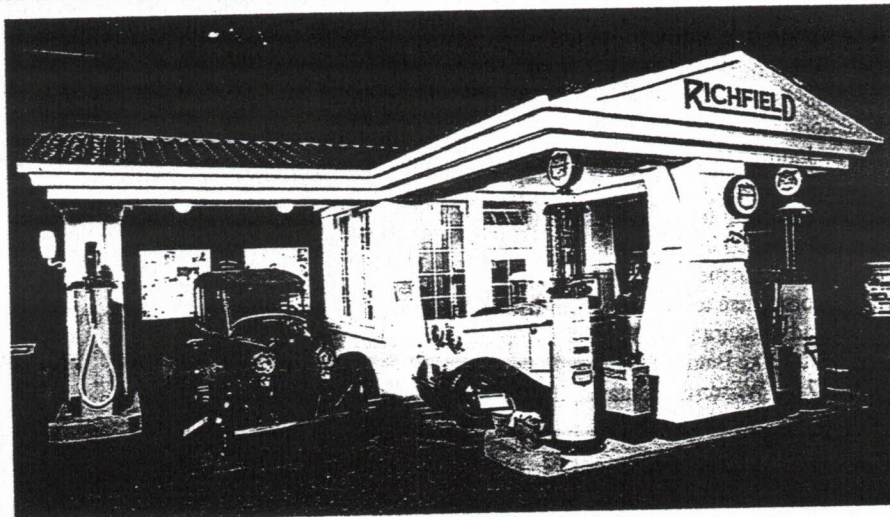
The Petersen Automotive Museum is part of the Natural History Museum of Los Angeles County and is in the building remembered by shoppers as Orbachs department store on Wilshire at Fairfax. The museum carries the name of automotive magazine publisher Robert E. Petersen, whose \$15 million pledge launched the \$40 million project.

Ed Clemensen and grandson David Krigbaum of Walnut, Calif., pause to peer through the plate-glass windows of the Farmers Insurance office in an L-shaped strip mall typical of the 1930s-type com-

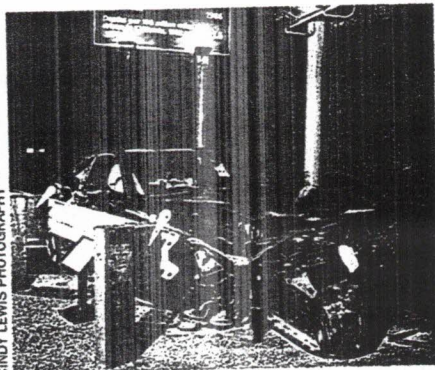


JUDY WADE/BILL BAKER

Above: Jamm's diner, from the 1950s, with a 1959 Cadillac convertible parked in front. Right: A Richfield service station, vintage 1929. Below: This crashed Toyota Supra, donated by Farmers Insurance Group, makes a strong point about road safety. Facing page, top: A 1932 Duesenberg Model J Roadster outside a 1920s Farmers' office. Bottom: The concept and dream cars include this Lamborghini.



COURTESY OF PETERSEN AUTOMOTIVE MUSEUM



CINDY LEWIS PHOTOGRAPHY

mercial architecture designed to accommodate automobiles. The names on the office door are those of Farmers' founders, John C. Tyler and Thomas E. Leavey. "In the 1950s my grandfather worked for Farmers in San Gabriel," Clemensen recalls.

A lipstick-red 1959 Cadillac convertible and a Ford Model A hot rod nudge up to Jamm's Diner, from the 1950s. The life-size photographic images of waitresses and customers inside have the faces of museum curators and planners. Streets with paving and manhole covers wind past a new-car showroom where two 1931 Cords and an Auburn wait for buyers.

A stern-faced California highway patrolman and his 1934 Harley Davidson hover behind a regulation-size billboard, an advertising medium created for a motoring public. And a trashed Toyota Supra with deployed air bags stars in a

freeway accident scene made real by flashing police car lights and green freeway signs that declare accident statistics. Fortunately, the Toyota was the only casualty in this accident. Farmers Insurance Group donated the car, which makes a vivid point about seat belts and safety.

Escalators to the second floor put visitors in front of a 1985 Lola Indy 500 race car. Usually a swarm of youngsters commandeer the crimson machine, hopping inside to fulfill Al Unser-type fantasies. But on this day, 66-year-old Nick Montana from Roseville, Calif., grabs the wheel as friends snap photos. Is he fulfilling a fantasy? "Nope. It just looked like fun," he says, grinning. A museum guide points out the car's upside-down dials. "That's so a driver going 200-miles-an-hour doesn't have to follow needles all the way around. With a glance he can confirm that they're in a favorable position," he explains.

Next door in the Hollywood gallery, one of five large exhibition spaces on the second floor, Joan Crawford's 1933 Cadillac and Fred Flintstone's sedan from the 1994 *Flintstones* movie rest regally on


glittering black granite floors. In an adjacent gallery — one of two that will change throughout the year — is the Mullin-Hull collection of French luxury cars from the 1930s and 1940s, including a 1948 Delahaye and a 1946 Talbot-Lago, glowing like iridescent jewels.

Dazzling neon art illuminates the Otis Chandler Motorcycle Gallery, where the bike of world-champion motocross racer Jeremy McGrath is suspended in space. A 1903 Orient and a 1962 Harley Topper, a Southern California classic, help give the popular two-wheel sport a historical perspective. Custom, concept and dream cars fill the Bruce Meyer Gallery with the likes

of a 1963 Chrysler turbine and 1975 Dale.

Automotive technology in selected five-year periods is showcased with classics like a 1958 Ferrari 250 Testa Rossa and 1959 Ford Skyliner. The second floor opens into the adjacent parking garage, making a perfect location for auto clubs' show-and-shine meets on weekends.

The third floor highlights the automobile in art. Peter Tytla's playful and irreverent collages are composites of people, places and parts. A collection of *Westways* cover art traces the automobile's takeover of Southern California. A quiet stroll through these galleries, the only floor on which photography is not allowed, gives visitors an opportunity to decelerate from the dynamics of the first two floors.

The Petersen Automotive Museum, 6060 Wilshire Blvd., Los Angeles, Calif. 90036, is open Saturday through Thursday from 10 a.m. to 6 p.m., Friday until 9 p.m. Admission. Call 213/930-2277. 

In the museum, freelance travel writer Judy Wade found the car in which she learned to drive. She's not telling what year.

Building a Triumph that Spitsfire

Carroll Shelby's philosophy behind his 1965 427 AC Cobra was "If some was good and more was better, then too much would be just right." Shelby took an otherwise mild mannered British sports car and turned it into a fire breathing beast with the addition of a good old American V-8. The all important **Power-To-Weight Ratio** was improved and this same principal applies to any car. You may have had the opportunity to look inside the engine bay's of recent Triumph TR-3 and TR-4 engine swaps harboring 3.5 & 5.0 V8 engines. These are excellent examples of what can be done with a Triumph given a little vision, ambition, time, and money.

Personally I have always been particularly fond of the Triumph Spitfire. After owning 6-GT6's, 5-Spitsfires, 3-TR7's and a TR8 I find myself drawn to this sharp looking, nimble little sports car. My only regret has been that the car has always been underpowered. To correct this oversight there are two common approaches. The first is to modify the stock 1147cc, 1296cc, or 1493cc engine, and the second is to drop in more cubic inches. If you plan to register your car for the street and it is newer than 1965 then you are forced to contend with smog certification requirements. This all but eliminates the possibility of improving greatly on the stock motor as Carburation and exhaust modifications are often frowned upon by the smog inspectors. The course I've chosen is to swap out the 4-banger with the 6-cylinder 1998cc GT6 engine and most recently the 2498cc TR6 engine. While retaining all the required smog hardware these engines generate 95 and 105 Horsepower respectively compared with the 1493cc Spitsfires anemic 57 little ponies. Statistics on the stock Spitfire have shown 0-60 times of 15.0-16.5 seconds. According to my stop watch my TR6 powered Spitfire is reaching 60mph in only 8.45 seconds. You have to keep in mind that a stock Spitfire weighs in at just over 1700 lbs compared to a TR6 at approximately 2400 lbs. Once again the **Power-To-Weight Ratio** makes all the difference in the world. (Remember to upgrade the brakes, suspension, and chassis accordingly.)

My TR6/Spitfire project is now complete and up for sale for \$4500.00. Once this car sells I'm on to the next phase in my quest for a Triumph that **SPITSFIRE** with the TR8/Spitfire project. I have the vision, ambition, a 1964 Triumph Spitfire, and The 3500cc Aluminum V8. All that remains is time and of course money.

There are a great many considerations when undertaking an engine swap and I would like to offer my assistance to those attempting this project. I will gladly mail or Fax articles on this topic and answer questions regarding my research to anyone interested. I am by no means an expert on this subject however I may be able to make the novice aware of engine swap difficulties and resolutions. Believe me the rewards are well worth the effort just ask Carroll Shelby. Direct any questions to Bill Hopper (805) 687-9851.

TRSC Tech Clinic - Saturday March 18, 1995

As a fund raiser for Triumphest '96 TRSC is holding an inspection and tech clinic at 9AM at Mark's Automotive at 7349 Canby Avenue in Reseda California (818) 345-9511. We will also have a B-B-Q for the enjoyment of all who attend the clinic (small charge).

A charge of \$10.00 will be made for all cars that are inspected - a labor rate (yet to be determined) will be charged for all work above and beyond the inspection.

If you have some work that you would like to get done there will be a number of qualified people to perform the work. In this case all parts required will have to be on hand, meaning you will have to come with the parts you need. Mark's Automotive is a full service shop and you can call Mark so that the parts you need will be there or use your usual parts source.

From the Ventura Freeway (101) exit at Reseda Blvd. and turn north (right from west bound lanes or left from east bound lanes), and stay on Reseda Blvd passing Sherman Way. At Valerio, the next signal north of Sherman Way, turn right and then right into the alley and Mark's Automotive is the second shop in the alley.

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 extra parts. First \$1500.00. Bob: 805-525-1405.

'51 TRIUMPH RENOWN. An ol' beauty. 52,000 orig miles. ABSOLUTELY STOCK FOR THAT SERIOUS COLLECTOR. \$13,000.00, Bob Klope: 805-653-7233.

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

'46 JAGUAR 1.5L SALOON! Partly re-stored, 95% complete. \$4500.00. Will entertain all offers/trades. Don: 805-652-0330.

'77 SPITFIRE 1500, Red, Overdrive, some rust. Front-end rebuilt 90,000 miles. \$1500.00. Tom Hicks: 805-388-1000/805-388-8789.

'72 TRIUMPH GT-6 2500cc CONVERTIBLE with rebuilt TR6 eng, new clutch/battery cut-off switch/fire ext + 3 year warranty on new 2-ton (metallic teal green/black) paint. SHARP LOOKING, smog legal and the FASTEST SPITFIRE AROUND. First \$4500.00 takes it! Bill Hopper: 805-687-9851. (CAUTION: This car has strange eating habits. It is particular to steady diet of MG's and Miata's.)

'79 MG MIDGET PARTS CAR with engine + extras. \$500.00 or Best offer. Ron Kibbe: 805-933-2206.

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

'74 JENSEN HEALEY, Convertible, 4-Speed 2L Lotus with Weber carbs, fresh valve job. A STEAL AT \$3500.00. Howard: 805-485-7023.

THIS SPACE IS AVAILABLE for a tiny ad.

'74 TR-6 - Good paint (Triumph yellow). Good interior, recent eng re-build. New red-line Michelins. \$3950.00. All offers or trades considered. Don: 805-652-0330.

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

'63 TR-4 - Vin CT169311, White, STOCK, new black soft top + hard top. 63,000 Orig Miles. 3RD OWNER. Mechanically complete, factory wire wheels + 4 new radials. Eng sounds and runs good. May need paint and some interior work. Car garaged in PHOENIX AZ (in desert since new). \$4,000.00 Kay Brown: 619-233-6119 before 3PM or 619-445-1076 after 5PM.

FOR SALE: TR-6 FACTORY HARD TOP, Xlnt condition. \$650.00 Don: 805-652-0330.

FOR SALE: SNUGTOP HARD TOP for MGB. George Kinsolving: 805-525-4940.

THIS SPACE IS AVAILABLE ! ! !



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1995

S M T W T F

EVENTS CALENDAR 1995

FEBRUARY

11-12
SAT. & SUN.

WINE TOUR CLUB EVENT FOR INFO. CONTACT DON GREENE
(805)652-0330 OR DARYLL CLARK (818) 887-5518 ALSO
SEE DETAILS WITHIN THIS NEWSLETTER ISSUE.

MARCH

1
WED.

MONTHLY MEETING AT HUDSON'S GRILL 4722 TELEPHONE RD.
VENTURA 642-4349 AT 7:00PM.

4
SAT.

RALLY SCHOOL FOR INFO CONTACT BOB KLOPE (805)653-7233
OR SEE FLYER.

8
WED.

BOARD MEETING MEET AT HUDSON'S GRILL 7:00PM FOLLOWED
BY KINKOS PRINTING FOR NEWS LETTER ASSEMBLY.

18
SAT.

TRSC TECH SESSION HELD AT MARK BENTOS GARAGE IN RESEDA
A FUND-RAISER FOR TRIUMPHEST 1996. CONTACT JON KORBIN
(818)345-6264 OR DARYLL CLARK (818)887-5518 DETAILS UP-
COMING IN MARCH NEWS LETTER.

26
SUN.

PETERSEN MUSEUM (A CAR COLLECTION) CONTACT JANE
McILHANEY (805)642-4441 OR CINDY CLARK (818) 887-5518
DETAILS TO FOLLOW SEE MARCH NEWSLETTER.

APRIL

1-2
SAT. & SUN.

VINTAGE AUTO RACING AT WILLOW SPRINGS INTERNATIONAL
RACEWAY ROSAMOND NORTH OF LANCASTER. CONTACT DARYLL
CLARK (818)887-5518. DETAILS TO FOLLOW

5
WED.

MONTHLY MEETING 7:00PM HUDSON'S GRILL.

8
SAT.

TRSC WILD FLOWER TOUR AND BBQ. FUND-RAISER FOR TRIUMPHEST
1996 CONTACT CINDY CLARK (818)887-5518 DETAILS TO FOLLOW.

12
WED.

BOARD MEETING

29
SAT.

CONEJO VALLEY RUN. CONTACT BILL ROGERS (805)498-0846
OR HARVEY NORTH (805)496-7002 SEE FLYER IN UPCOMING
NEWS LETTERS.

Forward and Address Correction Requested

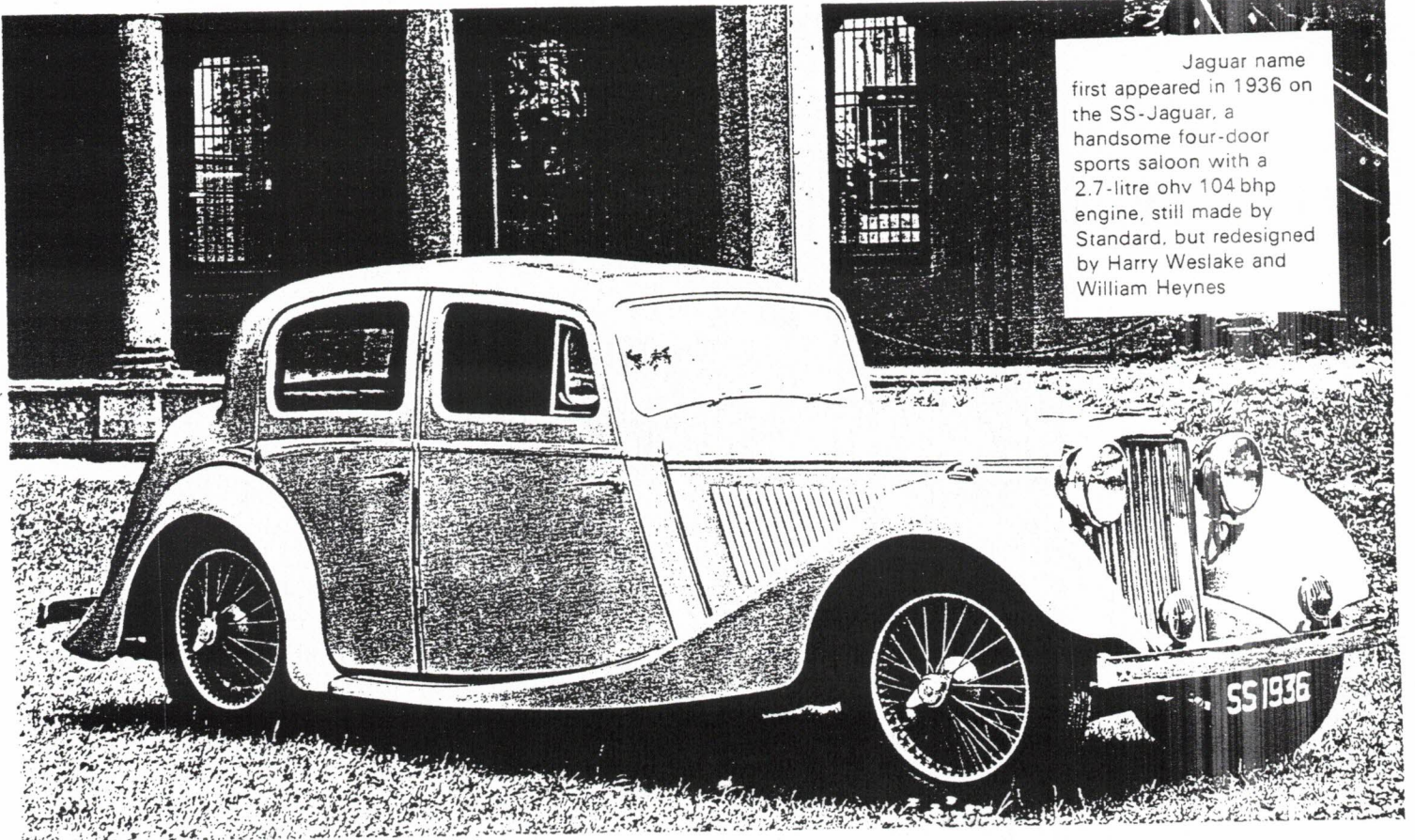
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