

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB



IS YOUR NAME HERE??? IF NOT, PERHAPS NEXT TIME???

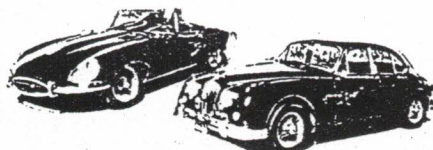
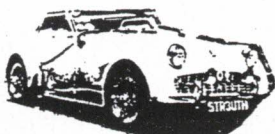
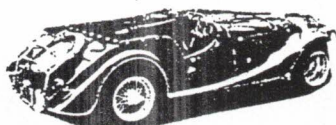
Attendees at the APRIL 5th, 1995 GENERAL MEETING:

C DARRYL STRUTH	'85 XJ6	
DARYLL & CINDY CLARK	'69 Mustang	*
KELLY CONNELL	'87 XJSC	
TOM CULBERTSON	TR250	
CLAUDIA DIEBOLT	Honda	*
RICHARD DOYLE	MG Midget	
TOM GERMAN	Saturn	*
DON GREENE & SUSAN RATY	TRVolvo	*
JIM KARLSEN & ELLEN	TR Spitfire	
GEORGE KINSOLVING	w/R Doyle	*
BOB KLOPE	TR4A	
JON KORBIN	TR3	
JANE & DAVID MC ILHANEY	Taurus	*
JASON MC ILHANEY	TR250	
HARVEY & MARILOU NORTH	TR6+1	
HERMAN, HELENA & HEIDI VAN DEN AKKER	AstroVan	*

* See, your's isn't the only British car
"collecting dust"!!

VOLUME 12, NO. IV

APRIL 1995



CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB

FOUNDED in 1984 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 & Teri 805-987-4629
Crawford

MEMBERSHIP CHAIRMAN

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

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Clark

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HISTORIAN Position Open

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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:

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
THIRD 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.

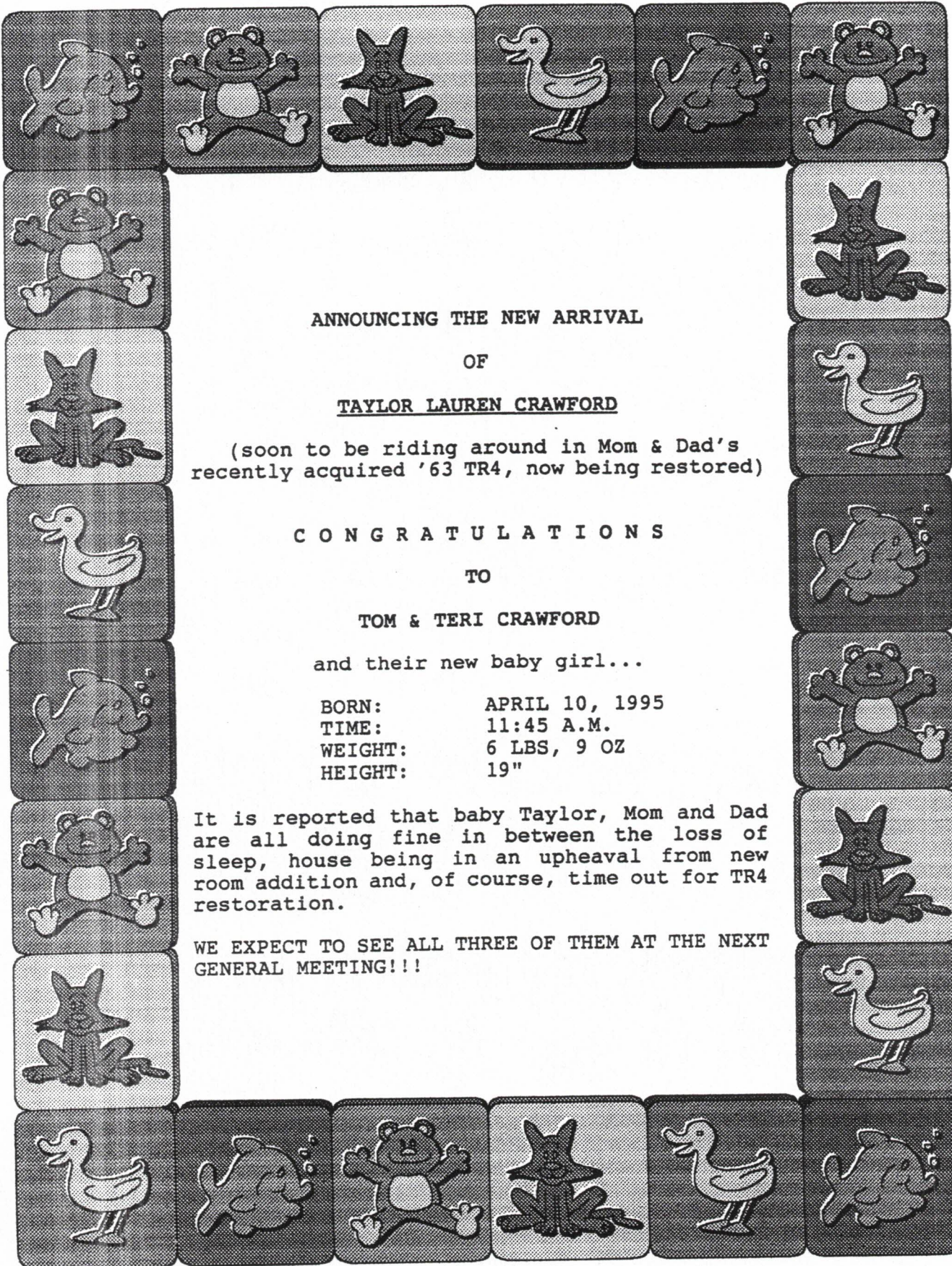
"THE CLEAR HOOTER" is
published monthly.

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 send to:
CCT All British Car Club
P O Box 503
Ventura CA 93002

* * * * *

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



ANNOUNCING THE NEW ARRIVAL

OF

TAYLOR LAUREN CRAWFORD

(soon to be riding around in Mom & Dad's recently acquired '63 TR4, now being restored)

C O N G R A T U L A T I O N S

TO

TOM & TERI CRAWFORD

and their new baby girl...

BORN: APRIL 10, 1995
TIME: 11:45 A.M.
WEIGHT: 6 LBS, 9 OZ
HEIGHT: 19"

It is reported that baby Taylor, Mom and Dad are all doing fine in between the loss of sleep, house being in an upheaval from new room addition and, of course, time out for TR4 restoration.

WE EXPECT TO SEE ALL THREE OF THEM AT THE NEXT GENERAL MEETING!!!

MESSAGE FROM THE PRESIDENT

It's nearing that time again! Our 5th Annual Ventura All British Day on May 21, 1995, at Will Rogers School.

I hope to see all club members and their cars at this event this time. It doesn't matter what kind of condition your car (or even you) are in - just bring it.

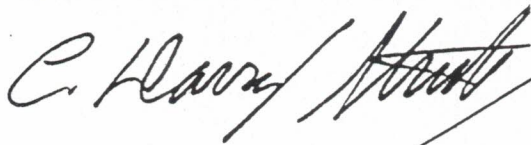
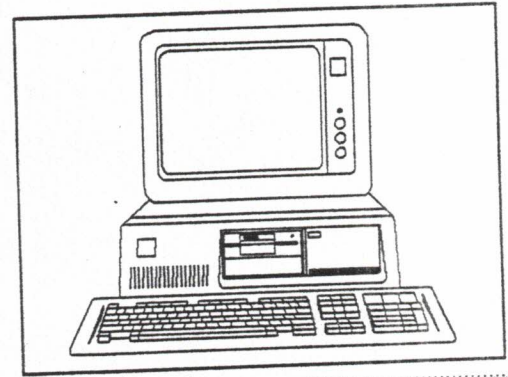
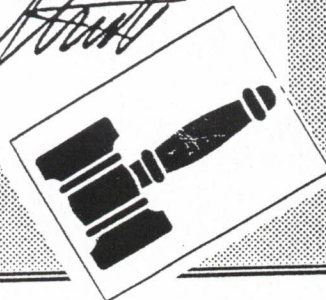
That's the great thing about British car gatherings. It's seeing old and meeting new friends and, of course, their projects.

There will be vendors, swap meeters and authentic British food for all to enjoy. So lets don't worry about your car being in show condition. Let's just get together "en masse" and have a great time!

Ignorance is the key to everything in life. An ignorant person is constantly surprised.

-- GUMP isms --

Keep 'em running.

APRIL SECRETARY REPORT

THE MEETING WAS CALLED TO ORDER AT 7:30 P.M. BY PRESIDENT C. DARRYL STRUTH WITH APPROX. 25 PEOPLE IN ATTENDANCE.

DON GREENE, TREASURER, REPORTED THAT THE CLUB HAS \$3451.61 CURRENTLY IN THE WORKING FUND AND \$1612.22 REMAINING IN THE SAVINGS ACCOUNT.

DAVID MCILHANEY, MEMBERSHIP CHAIRMAN, ANNOUNCED THAT HIS "THREATS" ARE PAYING OFF WHEN GETTING MEMBERS TO RENEW THEIR MEMBERSHIP DUES. ALL MEMBERS WILL BE ASKED TO UPDATE THEIR MEMBERSHIP FORMS AS ALOT OF CARS HAVE COME AND GONE.

SUSAN RATY, NEWSLETTER EDITOR, ASKS THAT ALL NEWS AND ARTICLES ARE SUBMITTED TO HER NO LATER THAN THE SECOND TUES. OF EACH MONTH.

PAST EVENTS INCLUDE THE TRSC TECH SESSION. THIS WAS A FUND-RAISER AS TRSC IS SPONSORING TRIUMPHST IN 1996. THIS EVENT DOES REQUIRE CONSIDERABLE CASH UP FRONT. APPROX. 20 PEOPLE ENJOYED THE PETERSON CAR MUSEUM. THE BEST PART, EVERYONE AGREED, WAS THE SCENES AND SHOWROOMS BUILT AROUND THE CARS. DARYLL CLARK GAVE AN OVERVIEW OF WHAT WE SAW. ABOUT 10 CARS PARTICIPATED IN THE GOODYEAR TIRE EVENT. THIS GAVE THE CLUB LOT OF FREE ADVERTISING FOR THE UPCOMING CAR SHOW. NOW A PAST EVENT IS THE TRSC WILDFLOWER TOUR AND BAR-B-QUE. DARYLL AND CINDY WILL TELL US ALL ABOUT IT AT THE NEXT MEETING.

UPCOMING EVENTS - PLEASE READ YOUR CALENDAR.

BOB KLOPE AND TOM CULBERTSON PARTICIPATED IN A MONTE CARLO STYLE RALLYE AND BY THE SOUNDS OF IT THEY HAD MORE THAN A WILD RIDE. BOB GAVE THE GROUP A NARRATIVE ON WHAT HAPPENED AND IT REALLY SOUNDED FUN.

THE MEETING WAS ADJOURNED AT 8:15 P.M.

CLAUDIA (FILLING IN FOR TERRI AND TOM)

EDIT . . . er, THAT'S ME!

GOLLY...the months are quickly ticking away, which is making my job somewhat easier with fewer 'Clear Hooter' newsletters to worry about. BUT I AM WORRYING...Is anybody really out there??? The silence is deafening!!!

Please let us know if you are alive and well! AND SEND IN YOUR NEWSLETTER CONTRIBUTIONS!

PLEASE (sounds like I'm begging, and I am!), LET US HEAR FROM YOU (if you are more than just a figment of our imagination).

COME TO OUR GENERAL MEETINGS!! PARTICIPATE IN OUR EVENTS!!!

Generally we only see the same ol' faces any more. Don't get me wrong, this is mostly OK, but some variety would sure be welcome. One of my favorite adages is, "VARIETY IS THE SPICE OF LIFE." Plus I would bet that you could stand some variety yourself, right? Like getting out of the house or garage and come join us!

SO HERE IS YOUR CHANCE! Our next event is the CONEJO VALLEY RUN'S "SURFIN' SAFARI RALLY" (no one in their right mind misses this), then our General Meeting coming up on MAY 3RD and something's happening every weekend in May (with exception of Mother's Day)...so don't be bashful!!!!

Remember: NEWSLETTER INPUT, GENERAL MEETINGS, EVENTS.

See ya, huh? (Say, "yes".)

Susan Batty 

MEMBERSHIP CHAIR WORDS

Greetings once again, loyal members of CCTABCC, and thanks for your responses to my requests for dues. We have a total roster of 125 names and business, of which 89 are paid up for 1995. Those who are not paid up will not be getting this issue or subsequent issues of the newsletter. However, I refuse to write off anyone and will be calling to check up on those who are delinquent. In fact, Don Greene and I called a few people this week and were able to add a few names to the mailing list. I firmly believe that most people want to remain members and just need some gentle urging. If you know of anyone who may not have paid but does want to be active in the club, please contact me or any of the club officers and we'll be glad to get in contact with him or her.

A SPECIAL OPPORTUNITY FOR A GOOD TIME

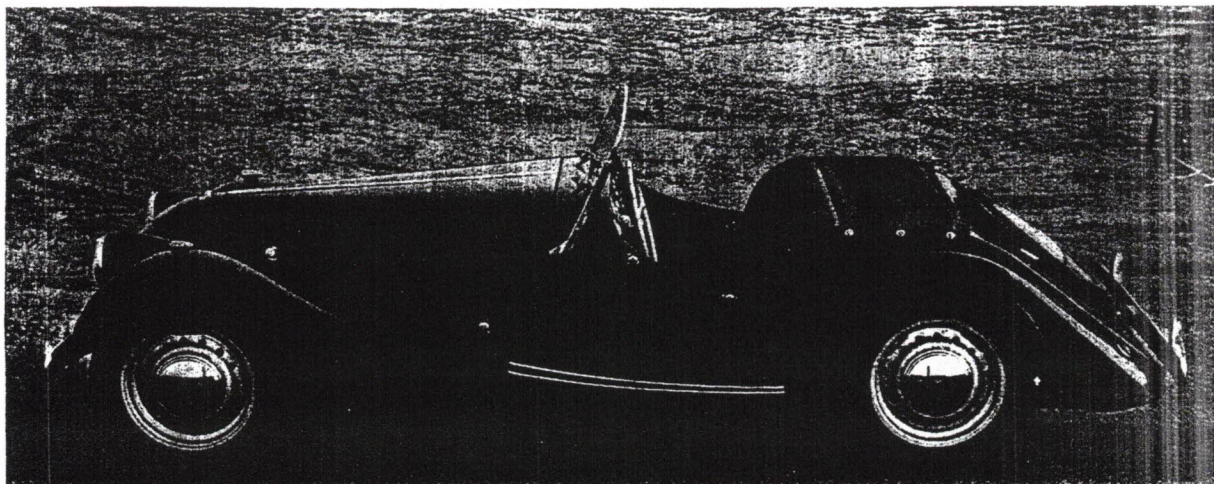
You are invited to participate in the third annual "Vintage Experience" to be held Saturday, 13 May, at the Keeline-Wilcox Nursery in Oxnard. This is an annual fine wine, gourmet food tasting event to raise funds for worthy recipients in Ventura County. This year's event will provide funds for Food Share's Hunger 2000 campaign which is dedicated to wiping out hunger in the county of Ventura by the year 2000. Every Dollar received by Food Share results in \$34.88 of nutritional assistance to Ventura County families young and old.

The event is sponsored by the Ventura County Home Care Association which is dedicated to meeting the needs of home care providers and recipients in Ventura County.

I want to personally urge you to attend if at all possible. Several of us from the club attended last year and had a grand time tasting some terrific wines and enjoying some outstanding food from restaurants such as the Charthouse and the Pierpont Inn. In fact, a few of us put our cars on display at the invitation of the event organizers. Because of the limited amount of space available, if you would like to display your car PLEASE CALL Diane at 659-3665.

Diane

Reprinted from "1958 ROAD TEST ANNUAL" by Road & Track, Enthusiasts Publications, Inc of Venice CA



Removal of traditional extra spare tire and slight reshaping of fuel tank have not materially altered Morgan's good lines: it "looks like a car."

ROAD TEST

MORGAN 4/4

WHAT is a British company thinking of, to export to America a classic, fierce looking sports car, complete even to running boards, but with an 1172 cc engine? Does it expect big sales, or perhaps a movement to do away with the envelope body, as suggested in this month's Letters to the Editor?

To understand, it helps to know that Morgan is a company so small as to be almost unbelievable by our standards, and that it has a long history of having built strange vehicles for a limited, but apparently ever-loving, clientele. The description and Classic Road Test on the 3-wheeled 1939 Super Sports (March issue) may explain.

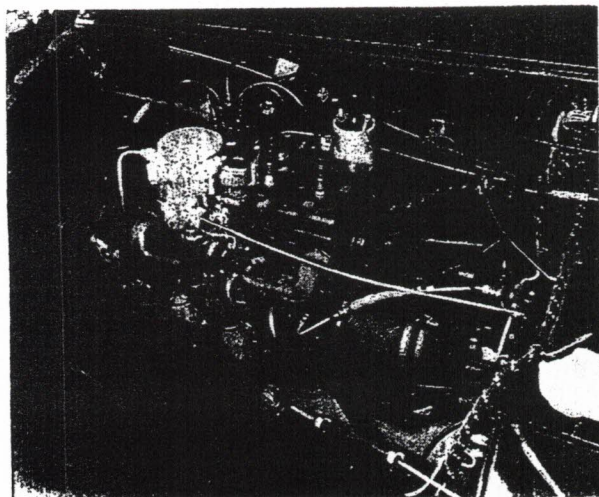
Now, of course, Morgan uses the Triumph TR-3's engine in its higher-priced, higher-performing cars. The 4/4 Series II is intended primarily for what Britons call the home market, and the reasons are economic: it costs a lot to buy a car in England, and it costs even more to run it. Gas rationing is another factor making the Series II a particularly attractive package on its home ground.

The Series II's engine is that of the Ford Anglia, a strong little

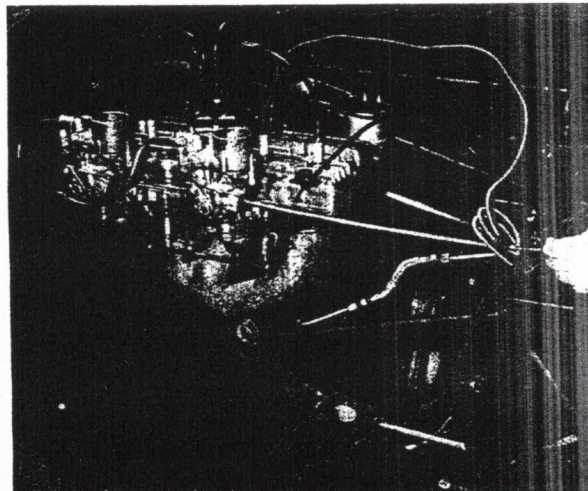
side-valve 4. In England, the sky's the limit for this engine: the modest "speed" equipment on the test car consisted of an aluminum "Aquaplane" head giving 8.00:1 compression, plus 2 S.U. carburetors unencumbered by air cleaners, and aided by exhaust headers. Without the kit, the base price is now \$2195. One can, of course, buy a Series II in its simplest form and go on, as funds permit, to the modifications.

Along with the Ford engine comes its gearbox, also sturdy enough but limited to 3 forward speeds and forced, because of its far-forward location, to use a strange remote control lever which seems to hang from the dash. On the positive side of the ledger, both linkage and the gearbox itself are easily reached beneath the pleasingly long, center-hinged hood. If you bear left as you move the lever through its positions, which are reversed from those of former American floor shifts, clashing ceases to be a problem. The drop-off in rpms as you shift from 2nd to 3rd is a serious hindrance, whether you're poking through traffic or running a road test. The

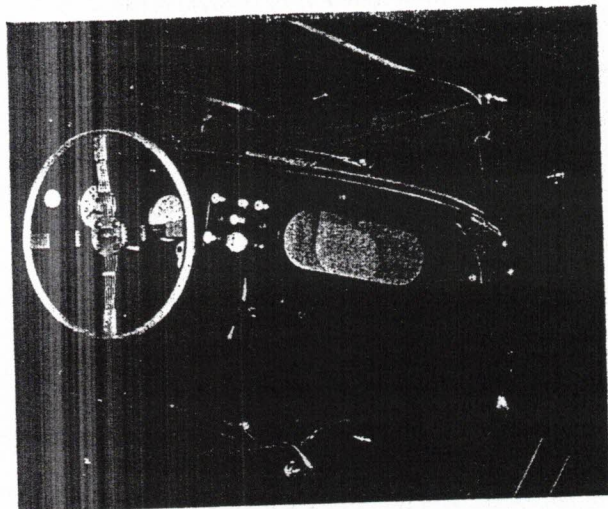
The standard engine of the \$2195 Series II is the Anglia's.



Headers, S.U. carburetors, aluminum head on the modified car.



PHOTOGRAPHY: POOLE



Large white horn button can be seen through wheel spokes.

Extraordinary handling makes up for a lack of cubic inches in this uncompromising classic

test figures and graph bear out what could be expected when adjacent overall ratios differ so sharply as 8.25 and 4.44.

The car handles superbly, with some easily predictable understeer despite the lightness of the front end. Morgan continues to use a form of independent front suspension adopted by it in 1910 (!) with only relatively minor modifications. Coil springs and stub axles are used, the latter moving up and down on what are really large kingpins. This combination of functions makes all the more desirable the partially automatic type of chassis lubrication: a foot pedal shoots hot engine oil to the pivots.

Steering and road-holding are of such a pleasing nature in the Series II that only a super-abundance of enthusiasm should ever get you into a bad spot. Such situations are best avoided, since there's no great margin of power to help you recover.

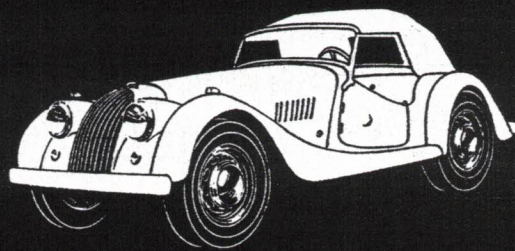
The ride is unquestionably stern, but unpleasant in one aspect only. There is so little space for rear axle movement, thanks to the frame's underslung configuration, that a fairly ordinary dip can bring forth a spine-jarring crack from behind.

Inside the car, Spartan characteristics are much in evidence. No springs adorn the seat cushions, which sit not too firmly on wood bases and are so light that the passenger's seat, if not occupied and if no tonneau cover is used, can easily become airborne at higher speeds. A deeply contoured seat back gives the feel of bucket seats. Your left foot rests on the clutch pedal, whether you like it or not, and you'll have to handle any problems of reach by your own methods, for neither steering nor seats are adjustable. A tachometer is an extra. A dash-mounted horn is suitable for knuckle or fingertip use. The handbrake is adequate but awkward.

Storage space is limited to the small well behind the seat, and must be shared with the side curtains when they are not erected. We expected these and the top to be sketchy in their protection, in keeping with other parts of the car, but were agreeably surprised. Curtains and the top itself are not a struggle to install or remove; the top fabric is separate from the frame, but easy to handle.

Like the Fiat 1100 (page 18, this issue) the Morgan offers many compensations for its tiny engine. There is no question that driving a higher-powered car is more fun when one has an opening in traffic, and can be more restful on a trip, particularly when cruising rather than being pushed to its utmost. Yet both the Fiat and the 4/4 Series II do remarkably well in the smoothness-for-size department. There is also a certain smug satisfaction in getting a lot out of little; Americans might find it more enjoyable than they suspect. ●

R&T ROAD TEST NO. 134



MORGAN 4/4 MODIFIED

SPECIFICATIONS

List price (with kit).....	\$2420
Wheelbase, in.....	96.0
Tread, f and r.....	47.0
Tire size.....	5.00-16
Curb weight, lb.....	1550
distribution, %.....	48/52
Test weight.....	1890
Engine.....	4 cyl, sv
Bore & stroke.....	2.50 x 3.64
Displacement, cu in.....	71.5
cu cm.....	1172
Compression ratio.....	8.00
Horsepower (est.).....	44
peaking speed.....	4800
equivalent mph.....	81.1
Torque, lb-ft.....	60
peaking speed.....	2400
equivalent mph.....	40.6
Gear ratios, overall.....	
3rd (high).....	4.44
2nd.....	8.25
1st.....	15.1

PERFORMANCE, Mph

Top speed, avg.....	80.0
best run.....	83.2
2nd (5500).....	50
1st (5500).....	27
see chart for shift points	
Mileage range.....	27/35 mpg

ACCELERATION, Sec.

0-30 mph.....	5.2
40 mph.....	8.0
50 mph.....	13.4
60 mph.....	20.5
70 mph.....	28.8
standing start 1/4 mile.....	21.4

TAPLEY DATA, Lb/ton

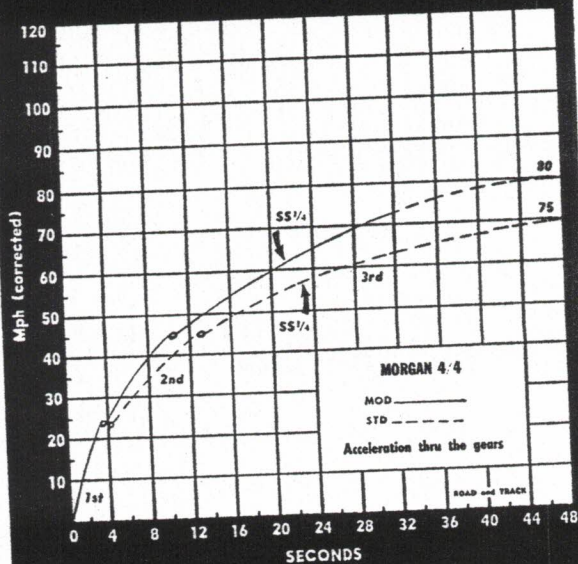
3rd.....	160 @ 45 mph
2nd.....	320 @ 35 mph
1st.....	510 @ 21 mph
Total drag at 60 mph, 100 lb	

SPEEDOMETER ERROR

Indicated	Actual
30 mph.....	30.0
40 mph.....	39.2
50 mph.....	49.2
60 mph.....	59.1
70 mph.....	69.0
80 mph.....	78.0
87 mph.....	83.2

CALCULATED DATA

Lb/hp (test wt).....	43.0
Cu ft/ton mile.....	77.8
Engine revs/mile.....	3550
Piston travel, ft/mile.....	2150
Mph @ 2500 ft/min.....	69.7



EVENT OF THE MONTH

Third Annual Conejo Valley Run

SURFIN' SAFARI RALLY - SATURDAY APRIL 29 1995

INFO UPDATE: We have looked at a cost analysis and have determined that we can reduce the entry fee to \$10. Several entries have already been received and any additional money will be refunded. The rains have caused some damage in the mountains and some roads we wanted to use were closed at the end of March, but road crews have fixed most of them and we feel that by the end of the month everything should be fine.

I promised some instruction this month so here goes.

NAVIGATION:

The Road Book will give you navigational instructions. The navigational instructions are in the form of Tulip Diagrams, the standard for international events. They were invented by the organizers of the Tulip Rally in Holland in the '50s to avoid language problems; they are a picture of the road junction. Just start at the dot and turn in the direction of the arrow. A total mileage from the start to TC1 and trip distances from the last tulip arrow together with any road signs are also given to help you. Not all road junctions will be diagrammed, just the key ones. If in doubt stay on the original road. Attached is Page 1 of last year's Black Canyon rally Road Book, which gives some examples.

Remember to zero the trip odometer at the start and check with the official mileage at Time Control 1, so that you can adjust if yours does not match exactly. By making this adjustment you can calculate your correct time of arrival at the TC's.

TIME CONTROLS (TCs)

There will be several Time Controls and some will be at secret locations to decide ties. The Time Control will be a vehicle on your right with people (Marshals), a CCT sign and a Flag indicating the start of the control area. If you are early, wait outside the control area flag until your time comes up, then drive in and give the Marshal your Timecard. Don't block other people who may be late. Timing will be to the minute. You will receive a time of say 1300 from 13.00.00 to 13.00.59 sec.

TIMING

The average speed will be indicated in the Road Book instructions. The official mileages are accurate and deemed to be correct. The official CENTRAL COAST TIME at TCs is also by definition correct. Do not try to make up time once you have lost it; maintain the required average speed (time) to the next control. If you are over 30 mins total lateness you will be scored as missing the control and in danger of having the control close up before you get there.

HINTS:

Bring a clipboard, pencils, beach hats, calculator, maps (useful, but not required), and brush up on the Beach Boys. Make sure you have enough fuel for 100 miles of non economy driving.

Bill Rogers, Clerk of the Course
ph: 805-498-0846



Surfin' Safari

Example of Road Book instructions

3rd Annual Conejo Valley Rabbit Run
AKA Surfin' Safari Rally

REVISED!

Saturday April 29, 1995

The Surfin' Safari Rally will start in Westlake at the Lake View Cafe, 32037 Agoura Road, near the intersection of Lakeview Canyon and Agoura Road (Take Lindero Canyon So. off 101 and TR on Agoura Rd.). Sign in when you enter the parking lot at the CCT sign at the far end nearest the street. Entry fee will be \$10 per car (this covers the Driver and Navigator) and \$5.00 per extra passenger. Registration will open at 10:00A.M., and the Drivers/Navigators meeting will be held at 11:30A.M., with the first car out at 12:00 Noon. The restaurant is available for an excellent breakfast or brunch.

The rally will be approximately 90 miles in the Santa Monica Mountains and will use Tulip arrows for simple navigation (for a description see next month's Clear Hooter). You will be asked questions to ensure adherence to the route and will be timed at several check points. A knowledge of the Beach Boys repertoire will be useful.

The finish will be appropriate to the theme but bring \$6 to pay off the Toll road tolls, and a swimsuit, if desired. Please bring an appetizer for the cocktail/soft drink hour (anything from chips and dips to your own speciality). Cold sodas will be provided and beer will be available for a small donation. An Italian Sausage BBQ dinner will be provided.

Again we will have trophies for the leading teams and an additional competition for hats, ladies (Beach Bunnies) and men's— (Surfers).

We encourage British car owners and members of CAT and MOA-LA to participate. In order to get an idea of headcount, please sign up on the attached form and send with entry fee to the Clerk of the Course, Bill Rogers at 926 Rawhide Place, Newbury Park, CA 91320. 805/498-0846

Driver: _____ Navigator: _____

Address: _____

Home Phone: _____ Work: _____

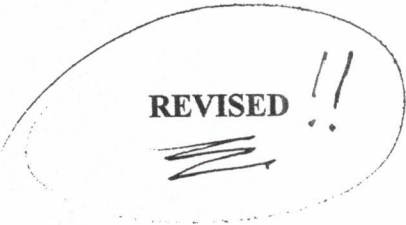
Car: _____ Club (if any): _____

Entry: \$10 plus ___ extra people @ \$5 for a total of \$ ___ Checks payable to W.M. Rogers

SEE "LOOSE-LEAF" ENTRY FORM "SURFIN' SAFARI"

DISTANCE		DIRECTION	INFORMATION
TOTAL	PARTIAL		
0	0	START AT 0 AND FOLLOW ARROW	START: TC NORTH'S DRIVEWAY FACING WEST 35 DUMBNEY CIR
	0.05	THIS MARKS TURN RT AT STOP SIGN	STOP WARWICK CARE: BUMPS
	0.05	THIS MARKS TURN RT AT STOP SIGN	STOP EGAN'S BOROCH RD
	0.4		STOP E JANN'S RD
	0.2	THE MARKS ON AT STOP SIGN	LIGHT MOOR PARK RD THE SIGN IS LOCATED THERE AT JUNCTION
DISTANCE FROM START		INSTR. NUMBER	NOT ALL JUNCTIONS WILL BE SHOWN. CONTINUE STRAIGHT ON SAME ROAD UNLESS OTHERWISE INSTRUCTED

3rd Annual Conejo Valley Rabbit Run
AKA Surfin' Safari Rally



Saturday April 29, 1995

The **Surfin' Safari Rally** will start in Westlake at the Lake View Cafe, 32037 Agoura Road, near the intersection of Lakeview Canyon and Agoura Road (Take Lindero Canyon So. off 101 and TR on Agoura Rd.). Sign in when you enter the parking lot at the CCT sign at the far end nearest the street. Entry fee will be \$10 per car (this covers the Driver and Navigator) and \$5.00 per extra passenger. Registration will open at 10:00A.M., and the Drivers/Navigators meeting will be held at 11:30A.M., with the first car out at 12:00 Noon. The restaurant is available for an excellent breakfast or brunch.

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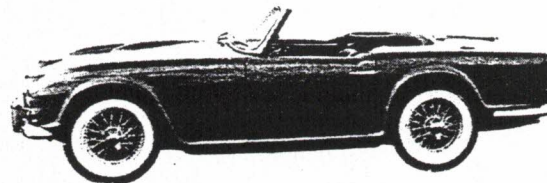
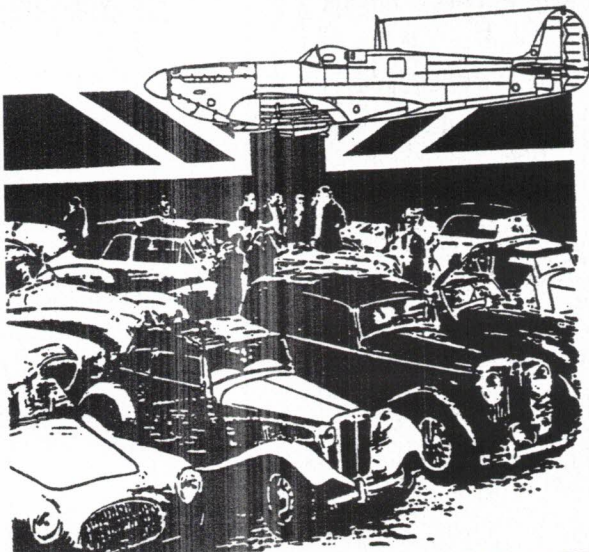
Address: _____

Home Phone: _____ Work: _____

Car: _____ Club (if any): _____

Entry: \$10 plus ___ extra people @ \$5 for a total of \$ ___ Checks payable to W.M. Rogers

SNEAK PREVIEW OF UPCOMING EVENTS



!! 1st ANNUAL !! RIDGECREST BRITISH POKER RUN AND FUN RALLY

- Where:** Starts & Ends at the Leroy Jackson County Park by the Library (East on French Ave from China Lake Blvd...0.2 miles down on your left).
- When:** May 13th. Be there by 9:00am for instructions. Lunch when we're done (around noon).
- Cost:** \$10 for non British car club members
\$ 5 for out of town British car club members
Free for members of Ridgecrest BSCC!

This includes the lunch for the driver and navigator and prizes.

How It Works:

You will be given a set of directions which include clues as to where to go and where to turn. The clues may be mileage (go 1 mile and turn left), or turn at landmarks (left after the next church) or the clue will be mystical (turn at the first street named after a president). When you get to a checkpoint, your mileage and time will be written down. You can then spend as long as you like there. You must go the posted speed limit. No more or no less. Points will be deducted if you go too fast or too slow (usually caused by getting lost!).

You will also cut a deck of cards at each checkpoint and your card recorded. You will have five different cards at the end, making a poker hand. If you want to, you can throw away a card and get another cut for \$1. You can do this up to three times. When you leave the checkpoint your time will be recorded.

Along the way you will have questions to answer. Some will go with each leg of your journey (what restaurant did you pass twice) and some questions will go with the whole run (how many gas stations did you pass) which is why you need a navigator to help.

At the end, your score will be tallied with points for correct questions and for timing. Prizes will go to the high and low poker hands as well as the high rally score(s). The route will be entirely on paved roads and we will stay within about 15 miles of town.

If you're coming from out of town, please call me let me know so I will have an idea of how many will be participating.

John Hed (619) 939-9714
President
Ridgecrest British Sports Car Club

The British Car Meet

Santa Monica Museum of Flying
Sunday, May 7, 1995

Drive in and see 'em fly! You are cordially invited to join the ranks of over 400 cars, cycles, planes and thousands of enthusiasts gathering at the Museum of Flying at the Santa Monica Airport. This event will replace the Woodley Park meet this year.

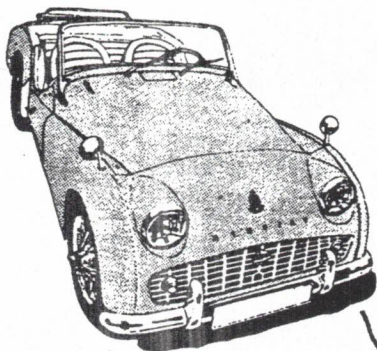
CAR REGISTRATION: There is a \$15 per car registration fee which includes FREE Museum admission for driver and all passengers, commemorative pin and program packet. There is no pre-registration.

SPECTATOR ADMISSION: ADULTS: \$7.00 SENIORS: \$5.00 KIDS: \$3.00
Spectators may park on the street or in lots provided on 28th Avenue and enter through the museum main entrance on Donald Douglas Loop, North.

DIRECTIONS: Take the Bundy Avenue (South) exit off of the Santa Monica Freeway (10), just west of the San Diego Freeway (405). Head south to Ocean Park Blvd. and turn right. Turn left at 28th Avenue and then right on Donald Douglas Loop. Look to left for entry to the airfield.

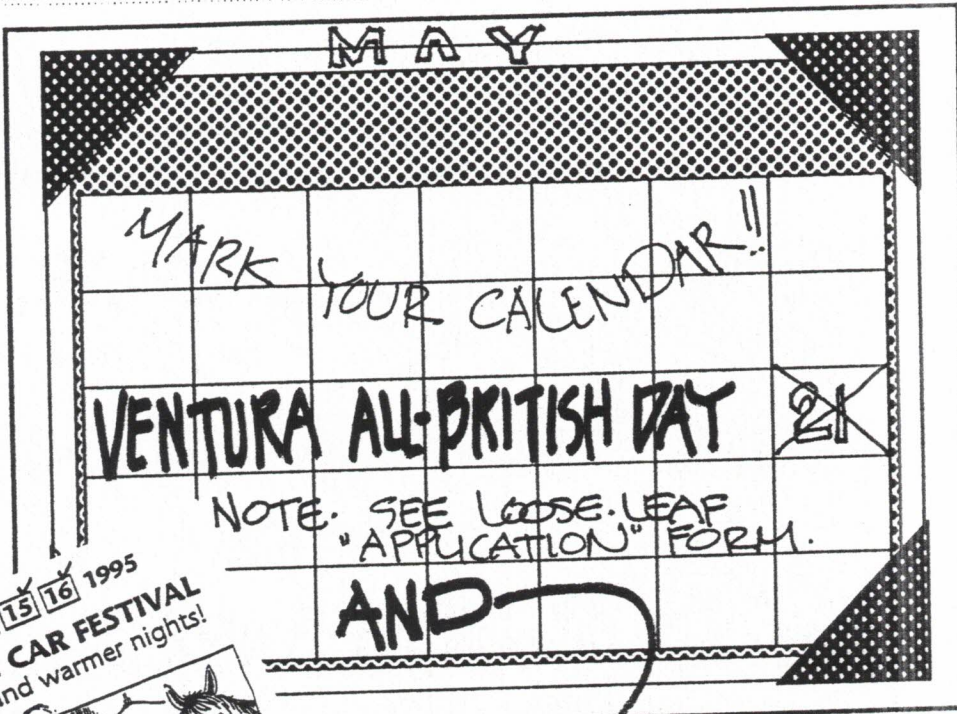
MUSEUM
OF
Flying

INFORMATION:
REGISTRATION 310/392-6605 • MUSEUM: 310/392-8822

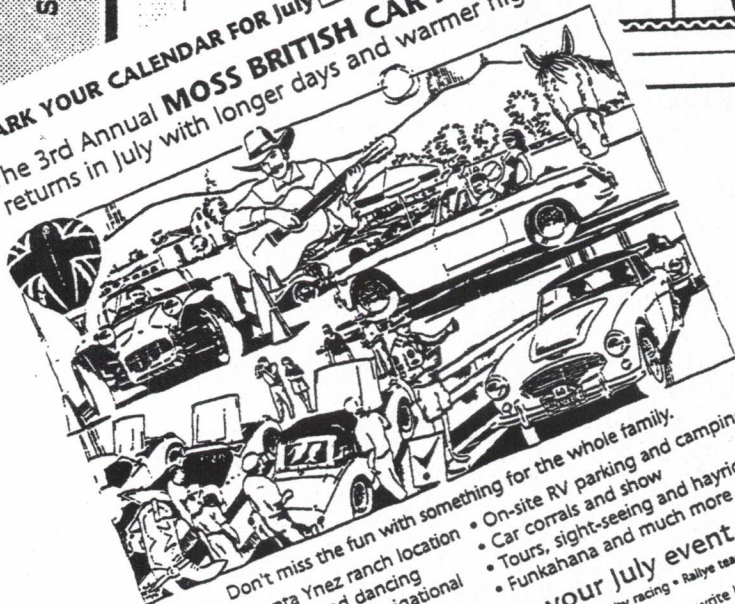


SNEAK PREVIEW OF UPCOMING EVENTS

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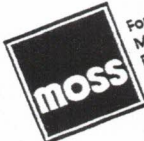


MARK YOUR CALENDAR FOR July 14 15 16 1995
The 3rd Annual MOSS BRITISH CAR FESTIVAL
returns in July with longer days and warmer nights!



- 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 filling 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 operator you are with the Moss Motors British Car Festival group.

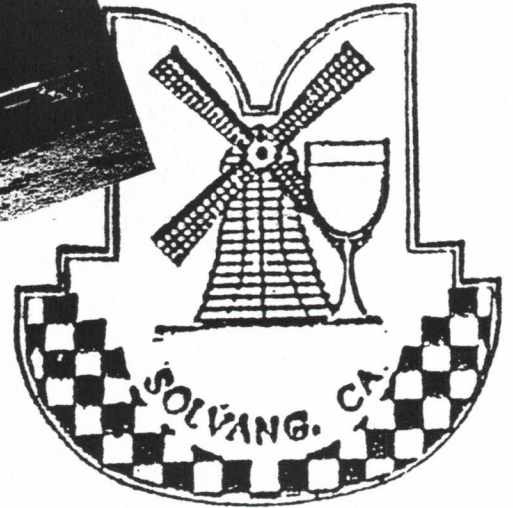
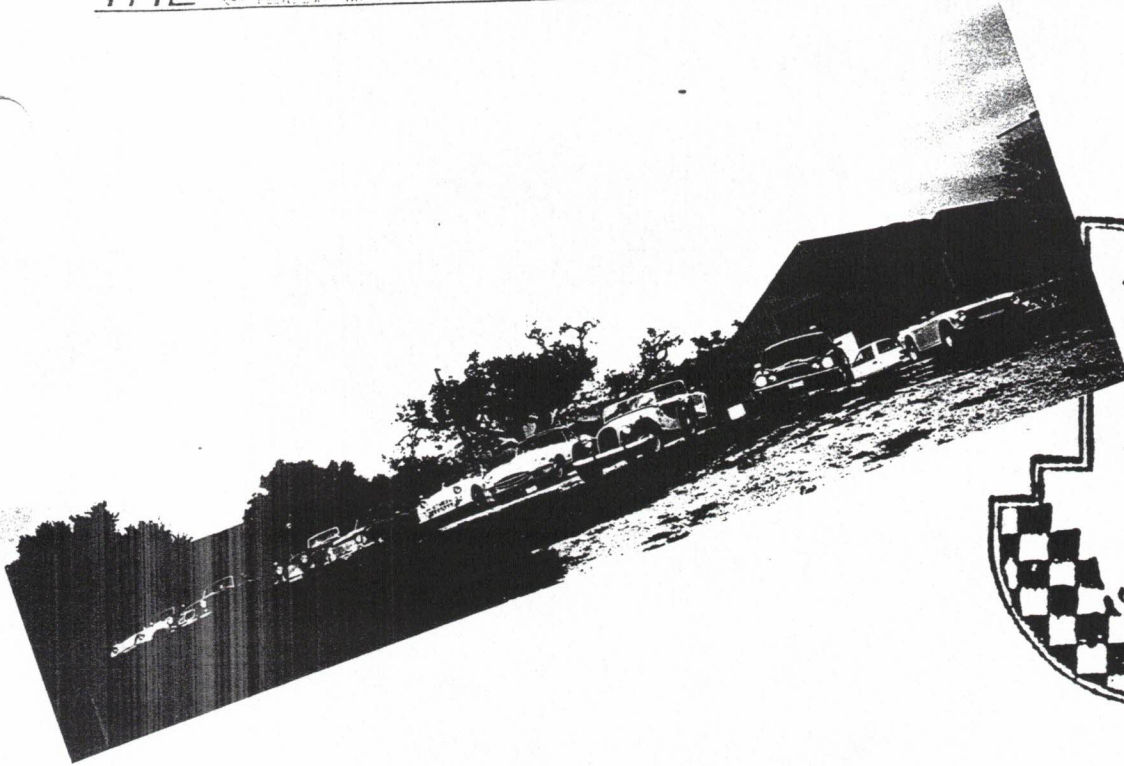
VENTURA ALL BRITISH DAY
MAY 21, 1995

HELP!!!! WE STILL NEED VOLUNTEERS

PLEASE VOLUNTEER 3 HOURS OF YOUR TIME ON THE DAY OF THE CAR SHOW.

WE NEED 4 MORE PEOPLE TO HELP WITH FRONT GATE AND REGISTRATION TABLE DUTIES.

PLEASE CALL CLAUDIA DIEBOLT (805)642-5855 OR SUSAN RATY (805) 641-2607 IF YOU CAN HELP. YOUR BRITISH CAR WILL GET INTO THE SHOW FOR FREE. WHAT A DEAL.



WAS HELD THIS LAST
FEB 11-12, 1995

ANNUAL WINE TOUR

A GREAT TIME WAS HAD BY ONE & ALL. . .
40+ CARS, 80+ WINE TASTERS (SOME
PICTURED HERE AT MAISON DEUTZ CHAMPAGNE-RY)



(Don Greene, are those your pajama bottoms showing?)

LIFE WITH A JAGUAR A mildly amusing, typical Jaguar journey.

By Howard Ashe

It always struck me odd that a country like England that is famous for notoriously bad weather would produce sports cars that are of absolutely no value in foul weather. Well, one lucky afternoon in January, I was caught at work in an absolute downpour, with my somewhat trusty Jaguar XK140MC Roadster as my only means of getting home.

I sprinted through the rain to the Jag, climbed in, turned the key, primed the carbs, punched the starter button and the motor sprang to life. So far, so good. There was however, one small problem, this one, tiny, irritating, steady drip of water leaking in from the top of the windscreen, and landing right between my legs. I tried tightening the top but alas, it wasn't long before I was sitting in a puddle. Ah well, I was headed home, I could live with it.

Next, I proceed to turn on the wipers. Nothing happens. Not a flicker of movement. Nothing. Somehow I wasn't completely surprised to find that the wipers would quit when it rained. Understandable. British engineering. I could deal with no wipers. It wasn't that far. Ten miles or so. I could deal.

In gear and off I went. The first mile or so went fine. Fine of course is relative what with the water dripping between my legs forming a puddle to sit in and not being able to see ten feet. Well that's when, as luck would have it, the fuel pump crapped out. Now a Lucas fuel pump is about as unreliable piece of equipment as was ever manufactured. This may explain why either Jaguar or some previous owner had the foresight to put two of them in my car with a switchover. One craps out you can switch on the other and never miss a beat. (This is called redundant systems, a technique later adopted by NASA. History doesn't actually record however, if Lucas ever really received any royalties on this concept from NASA). Of course my first pump had already cease to function on some previous outing, and I was on the second one when it died about one mile into my journey. Did I mention the rain?

Now it seems that the English did have some concept of foul weather maintenance. You can actually jack up the car to change a tire, from inside the car through a little hidden trap door. I had long before learned that when the fuel pump dies, it's only the points that are bad, and by removing the cover over the pump points, you can tap the points with your finger to make to pump work. And by some miracle of design coincidence, by leaning way over from the drivers seat, you can reach through the trap door, and tap the points with your finger several times, thereby building pressure. Problem solved. All I have to do is lean over, reach through the floor, apply 5 or 10 taps to the fuel pump points, build a little pressure, and I'm good for 200 yards. I'm off!

Well, now comes another little rub. The heart of the Lucas pump is actually a big inductor coil, which builds a charge of sorts, and when after your hand and butt are sufficiently wet, well every time you tap, you get zapped.

It's golden moments like this, in motoring about in fine British machinery, that causes you to pause and wonder if, there isn't a grand scheme after all. Something like, God invented British sports cars for sunny days, and Hondas for the rest.

I did make it home. Wet, exhausted, somewhat fried. Sell the car? Never! I just try not to drive in the rain anymore, like they do in England.

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 !!!!

'65 TRIUMPH SPITFIRE CONVERTIBLE,
 No top. Engine runs, trans needs work.
 Restore or Parts. 805-644-0543/
 805-646-5745.

'70 TR-6. 72-Spoke Wheels, Stored 12-
 years. Current registration, non-
 operational. \$900.00. Daryll Clark,
 818-887-5518.

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

'46 JAGUAR 1.5L SALOON: (regretably)
 PARTING OUT. HURRY, IT'S DISAPPEARING
 quickly. Don: 805-652-0330.

'61 HERALD. Runs great. \$1000 worth
 of new parts. Also complete convertible
 body w/soft top, easy to switch.
 \$1100.00. Hal: 805-497-4110.

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

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

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

'88 SPITFIRE 1500. Rebuilt engine.
 Best offer. Scott: 805-499-6885.

SPRING CLEANING SALE: Parting out
 Triumph Spitfire & GT-6. GT-6 Engines
 \$50.00 ea (3 available), Spitfire Bonnets
 \$50.00 ea (3 available), plus wide
 assortment of parts for both cars. Call
 Bill: 805-687-9851 for more details.

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

FOR SALE: TRIUMPH/MORGAN WHEELS +
 various PARTS too numerous to mention.
 Call with your wishes/wants/desires
 (car related). Don: 805-652-0330.

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

(THIS SPACE IS AVAILABLE - FOR YOU)

THIS SPACE IS AVAILABLE

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AUTO PARTS



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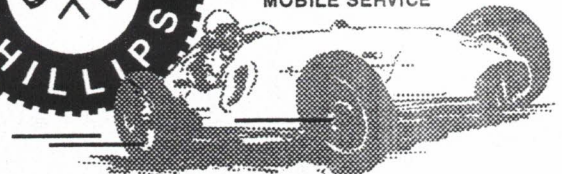
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AUTOMOTIVE
MOTORCYCLE
RESTORATION/REPAIR
MOBILE SERVICE



1995

S M T W T F

CALENDAR OF EVENTS

APRIL.....

19
WED.

BOARD MEETING AT 7:00PM AT HUDSON GRILL.

29
SAT.

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

MAY.....

3
WED

MONTHLY MEETING 7:00PM HUDSON'S GRILL.

7
SUN

SANTA MONICA ALL BRITISH CAR SHOW. MORE TO FOLLOW.

13
SAT

1ST ANNUAL RIDGECREST BRITISH POKER RUN & RALLY.

17
WED

BOARD MEETING AT 7:00PM AT KINKOS PRINTING, TELEPHONE RD.

21
SUN

VENTURA ALL BRITISH CAR SHOW HOSTED BY CCT-ABC. AT WILL ROGER SCHOOL. MORE TO FOLLOW.

27
SAT

HIGHLAND GAMES AT ORANGE COUNTY FAIRGROUNDS. WATCH FOR DETAILS IN NEWSLETTERS OR CONTACT C DARRYL STRUTH 805-656-3673.

JUNE.....

4
SUN

TRSC MICRO BREWERYS TOUR. SEE DETAILS IN MAY NEWSLETTER. CONTACT JASON McILHANEY 818-762-9279.

7
WED

MONTHLY MEETING 7:00PM HUDSON'S GRILL

21
WED

BOARD MEETING AT KINKOS PRINTING, TELEPHONE RD.

24
SAT

DEER PARK WINE TOUR /CAR MUSEUM WITH MORGAN + 4 CLUB. SEE DETAIL IN UP COMING NEWSLETTER OR CONTACT BOB REINHOLD 714-830-4427.

JULY.....

1-2
SAT-SUN

VINTAGE AUTO RACING WILLOW SPRINGS INTERNATIONAL RACE WAY ROSAMOND NORTH OF LANCASTER. CONTACT DARYLL CLARK 818-887-5518.

5
WED

MONTHLY MEETING 7:00PM HUDSON'S GRILL.

14-16
THUR-SUN

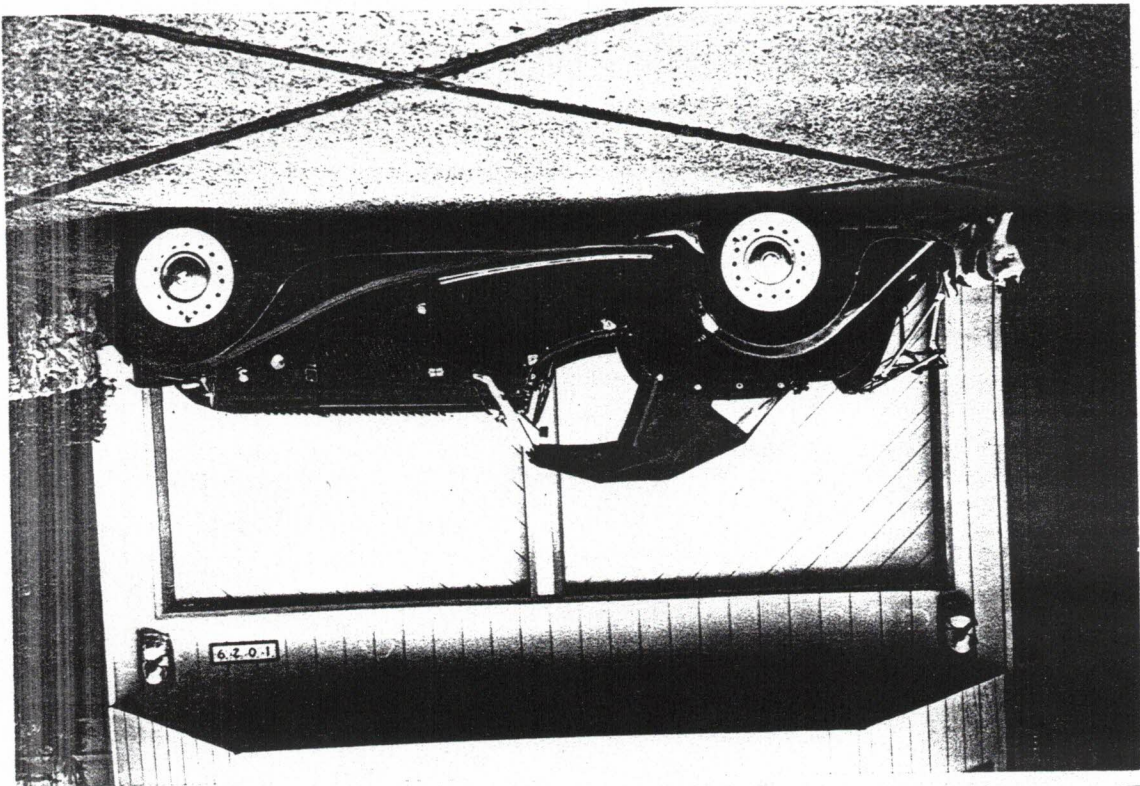
MOSS MOTORS BRITISH CAR FESTIVAL. AT FLAGS ARE UP FARMS IN BUELLTON CA. MORE INFO TO FOLLOW. CONTACT DARYLL OR CINDY CLARK 818-887-5518.

19
WED

BOARD MEETING AT KINKOS PRINTING, TELEPHONE RD.

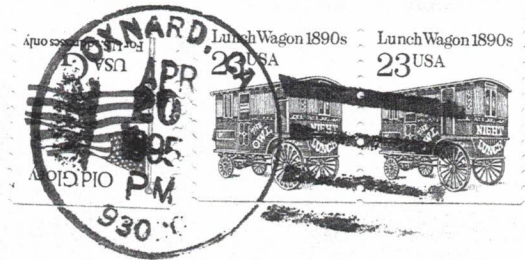
26-30
WED-SUN

VTR NATIONAL MEET IN ILLINOIS. CONTACT CINDY CLARK CONTACT CINDY CLARK 818-887-5518 FOR INFO. AND REG. FORM.



MORGAN will be the featured car at the CCT All British Car Show - SUNDAY MAY 21st!

Central Coast Triumphs
All British Car Club
P.O. Box 503
Ventura, Calif.
93002



FIRST CLASS

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Santa Paula CA 93060

Forward and Address Correction Requested