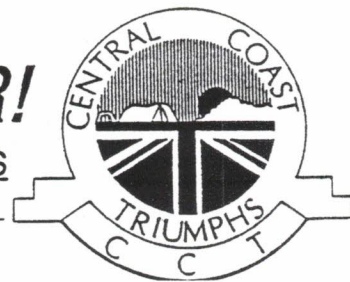


THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB



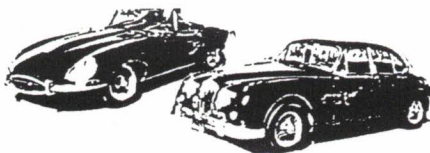
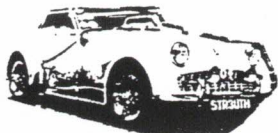
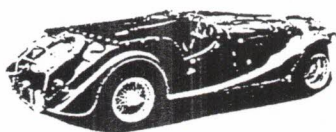
GENERAL MEETING ATTENDEES

AUGUST 2nd 1995

Name	Driving
Peter Arakelian	TR6
Howard Ashe	'74 TR6
Daryll Clark	TR3A
Tom Crawford	Chevy Pickup (saloon)
Tom Culbertson	TRSaturn
Bill Czerwinski	'59 Morris Woody
Claudia Diebolt	'91 Honda
Michael Doyle	'73 Porsche 914 2.0
Dick Doyle	Dodge
Jim and Trisha Gray	'85 Ford LTD 4-door
Don Greene + Susan Raty	'57 Morgan +4
Brad Huffman & Chara	TRota
Randy & Vicky Huffman	TReep
Philip L Johnson	MGB
Paul C Keener	'74 XJ6L
Bob Klope	'65 TR4A
Jon Korbin	TR3A
Jim Lester	Subaru
Joe Lubin	Passenger in TRoyota
David McIlhaney	Rode with Jason
Jason McIlhaney	Chevy Astro Van
Lee Maxwell	'86 Jaguar XJ6
Tim Mikel	'61 Jaguar MkII
Harvey & Marilou North	TRysler
Walter Okon + Pat	'74 Jensen Int
Ellen Quinonez	Honda
Carol & Bill Rogers	TRoyta
David Skora	'54 "R" Type Bentley
C Darryl Struth	'69 Land Rover
Herman & Helena Van den Akker	Chevy Astro Van
Bob Youngdahl	Passenger TR3A
Karen Zambory	'74 XJ6L

VOLUME 12, NO. VIII

AUGUST 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

1995 BOARD MEMBERS/OFFICERS:

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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

EVENTS CO-ORDINATOR

Daryll & Cindy 818-887-5518
Clark

VOLUNTARY POSITIONS

HISTORIAN Position Open

NEWSLETTER EDITOR
Susan Raty 805-641-2607

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
<u>SEP 06 !!</u>	Oct 04
Nov 01	Dec 06

NOTICE !!

MONTHLY BOARD MEETINGS
HAVE BEEN RESCHEDULED
TO TAKE PLACE IMMEDIATELY
FOLLOWING THE MONTHLY
GENERAL MEETINGS. MEMBERS
ARE WELCOME TO ATTEND!

"THE CLEAR HOOTER" is
published monthly.

DEADLINE for "CAMERA
READY" contributions
to the newsletter is the
TUESDAY FOLLOWING THE
GENERAL MEETINGS. 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!!

MESSAGE FROM THE PRESIDENT



I've been in the garage tonight playing with my Land Rover. Thank God I called Marty Lodawer at British Pacific just after I bought this thing. I asked him about how to do various repairs and restorations on the vehicle - and he gave me the greatest answer I've ever heard, "There are no rules....." What a relief. Now, more importantly, we need more room at Hudson's Grill. Every meeting gets bigger. Noooooo problem - just keep it up people. There's nothing to make a club more successful than member participation and you are doing that. Thank you. New member list to follow - per David McIlhane!!! Centerplex, Motor Sports and Auto Racing Museum, Don Greene, Dick Doyle, Michael P. Doyle and myself attended the Ventura City Counsel meeting last week from 6:30 p.m. until 2:50 a.m. See the article in the Hooter. One more quick note. Woodley Park is alive again. September 24, 1995 - it's a Sunday. We'll meet at the Golden China restaurant in Ventura around 7:30 a.m. to caravan to the event. More to follow on this also.

"Weekends are a bit like rainbows; they look good from a distant but disappear when you get up close to them."

- John Shirley

Keep 'em running.....

C. Darryl *C. Darryl [Signature]*

EDIT . . . er, THAT'S ME!

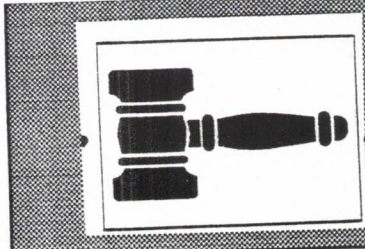
HALLELUJAH!! My persistence is finally paying off! Even though I had to get on my knees and beg, we ("The Clear Hooter") are beginning to see some NEW MATERIAL from member contributions. (In retrospect my special thanks goes out to BILL ROGERS and HOWARD ASHE for keeping me comfortably supplied in the recent past with their well received articles!)

RND TO MIKE MOORE!

I trust you will all enjoy the issue being held in your soft, caressing hands and that your big, bright eyes will have a field day! (Sorry, but we had to censor some of the photos!)

KEEP 'EM COMIN' ALL YOU BRAVE (OR EVEN TIMID) MEMBERS!

[Illustration of a hand holding a flower]
Susan Ratz *[Signature]*



SWEATSHIRTS



• ARE YOU INTERESTED IN PURCHASING A 1995 VENTURA ALL BRITISH CAR SHOW SWEATSHIRT?

- THEY ARE \$20 EACH.
- PLEASE CALL CLAUDIA
- (805) 642-5855 TO ORDER
- (WE NEED A MIN. OF 15 MORE TO ORDER)

SECRETARY REPORT

THE AUG. MEETING WAS HELD ON WED. THE 2nd AND BEGAN AT 7:30 P.M. THERE WERE ABOUT FOURTY MEMBERS PRESENT, ANOTHER RECORD!!

BOB KLOPE WAS ASKED TO GIVE A REPORT ON THE RECENT MOSS FESTIVAL IN SOLVANG, WHICH WAS GREAT FUN. MOST OF THE CGT MEMBERS THAT WENT CAMPED AT THE RANCH, AND ALL SHARED GOOD CONVERSATION AND DRIVING FUN. THE CLUB ALSO SCORED APPROX. FIVE AWARDS MOST IN THE SIALOM EVENTS. CONGRATULATIONS TO THE WINNERS!

DARYL REPORTED ON THE MORGAN MEET, WHICH WAS HELD ON THE SAME WEEKEND AND SAID ONCE AGAIN, CLUB MEMBERS TOOK HOME AWARDS.

MIKE DOYLE WAS NEXT ASKED TO REPORT ON THE CENTERPLEX IN VENTURA, IN WHICH MEETINGS WERE HELD THIS WEEK, WHERE IT WAS SAID TO BE MOVING FORWARD FOR FURTHER STUDY, ALTHOUGH THE FINANCIAL END OF IT IS STILL NOT CONCRETE. FINANCIAL PLANS ARE TO BE RESUBMITTED, AND HE IS HOPE-FULL FOR A POSITIVE OUTCOME.

DARYL SHOWED THE MEMBERS NEXT SOME RECENT NEWSPAPER ARTICLES FEATURING CLUB CARS AND CLUB MEMBERS.

TREASURERS REPORT WAS NEXT, WE HAVE OVER \$4600.00 TOTAL IN FUNDS.

MEMBERSHIP CHAIRMAN DAVE REMINDED EVERYONE THAT THERE ARE T SHIRTS STILL AVAILABLE AT 15.00 EACH OR 2 FOR 25.00 HE ALSO STATED THAT MEMBERSHIP IS UP, WITH APPROX. 120+ NEWSLETTERS GOING OUT EACH MONTH.

ADVERTISING CHAIR TIM REPORTED THAT WE HAVE THREE NEW ADVERTISERS, C.J. CLASSICS, JAMES GREY PRINTING, AND CENTERPLEX. WITH THESE ADDITIONS THE NEWSLETTER IS GOING FROM ONE TO TWO PAGES OF ADVERTISERS....GOOD JOB!!!

EVENTS CO CHAIR DARYL CLARK REPORTED THAT THE NEXT EVENT COMING UP IS THE SANTA PAULA AIR SHOW...CALL PRESIDENT STRUTH FOR DETAILS, AND THEN THE POPULAR MOONLIGHT TOPLESS RUN IN EARLY SEPT. SPONSORED BY THE WHITES, MORE DETAILS TO COME.

SUSAN NEXT THANKED ALL FOR NEWSLETTER INPUTS, AND ASKED THEY BE SENT IN AS SOON AS POSSIBLE.SHE GAVE SPECIAL THANKS TO THE GREYS, WHO PRINTED THE NEWSLETTER LAST MONTH. THEY SAVED HER A LOT OF TIME AND ENERGY COMPARED TO "THE OLD DAYS"

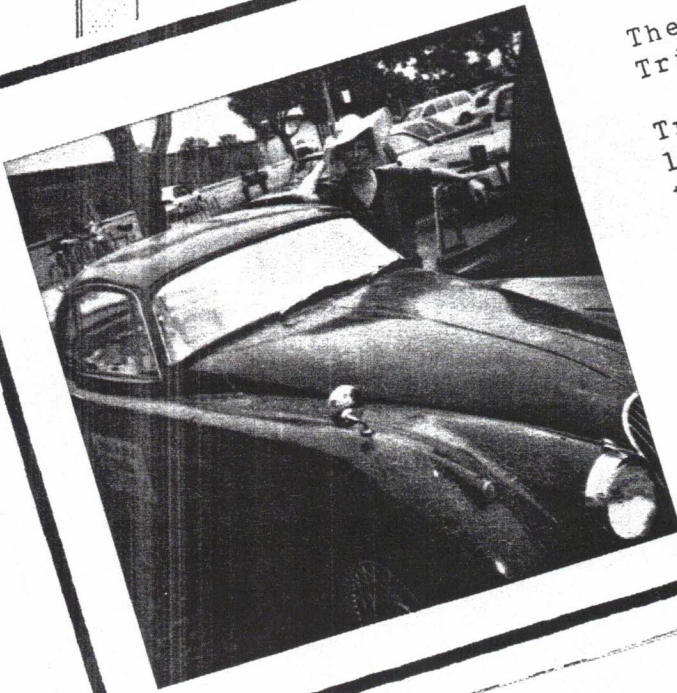
DON THEN GAVE A QUICK REMINDER ABOUT THE AUG. MONTEREY RACES AND CLASSIC AUCTIONS. THE HISTORIC RACES ARE VERY INTERESTING, TERI AND I WENT LAST YEAR.

THE MEETING WAS ADJOURNED AT 8:08 PM

SPECIAL THANKS TO CLAUDIA FOR DOING THE SECRETARY REPORT FOR US LAST MONTH!!

Sorry for the typo's ... my computer is broke ... had to use old typewriter!

FOR LADIES ONLY?



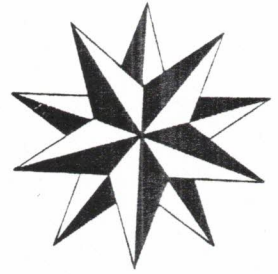
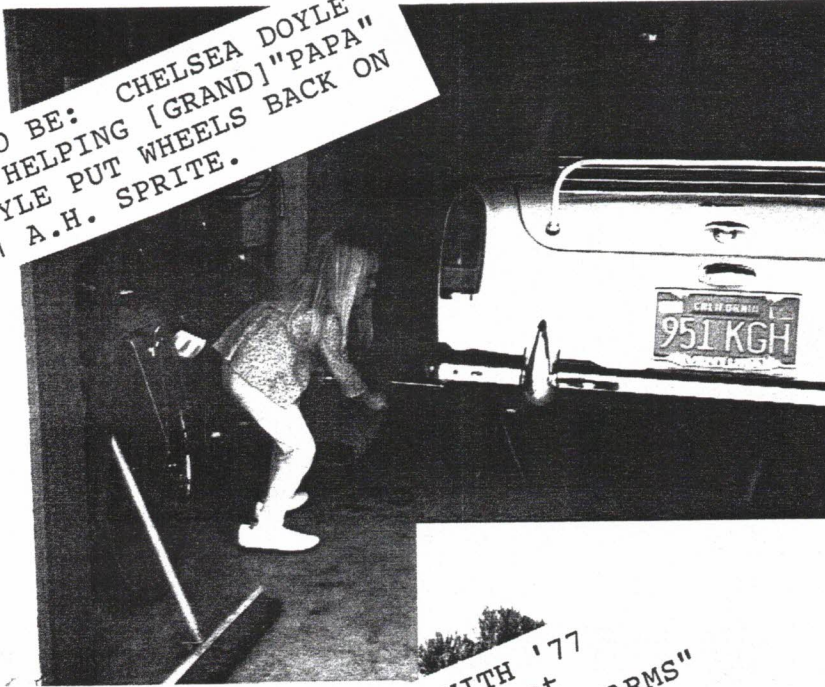
The Original 'Shop 'til you drop kid'
Trisha Gray at The Mall 1994.
Trisha' father James Taylor bought this
1959 Jaguar XK150 Coupe new and gave it
to her in 1970 when he retired.
Jim and Trisha Gray have been restoring
it lately. "Needs Paint!!!"
See it at the next meeting?
Jim & Trisha

JOKE BY TRISH GRAY
"THE SURVEY"

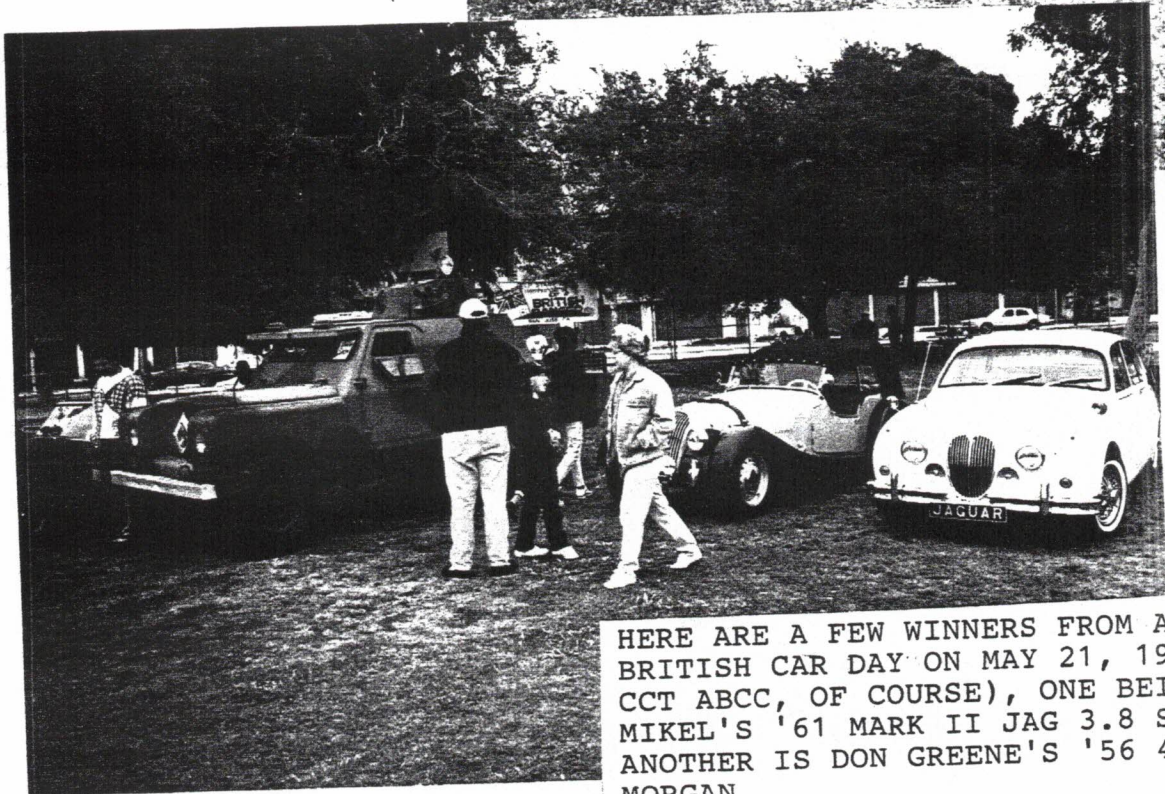
A WIFE QUESTIONS HER HUBBY AFTER READING A SURVEY IN A WOMAN'S MAGAZINE.
"SWEETHEART", SHE SAYS, "IF I WERE TO DIE, WOULD YOU REMARRY?"
"WELL", HE SAYS, CONTEMPLATING.
"NOW, TELL THE TRUTH DEAR, IT'S IMPORTANT TO ME!"
THE MAN SAYS, "I'M STILL YOUNG. PROBABLY, I WILL REMARRY."
"WOULD YOU LET HER WEAR MY CLOTHES?"
"IF SHE WANTED TO, I GUESS SO." HE REPLIES.
"WOULD SHE LIVE IN THIS HOUSE WITH YOU?"
"SURE." HE SAYS, "THE HOUSE IS PAID FOR!"
"WOULD YOU LET HER DRIVE MY TRIUMPH?"
"NO HONEY," HE SAYS ABSENT-MINDEDLY, "SHE CAN'T DRIVE A STICK SHIFT."??????



MEMBER TO BE: CHELSEA DOYLE
(AGE 5) HELPING [GRAND] "PAPA"
DICK DOYLE PUT WHEELS BACK ON
HIS '61 A.H. SPRITE.



MEMBER WALTER OKON WITH '77
JENSEN INTERCEPTER III at
July 15, 1995 "FLAG IS UP FARMS"
GATHERING.



HERE ARE A FEW WINNERS FROM ALL
BRITISH CAR DAY ON MAY 21, 1995 (FROM
CCT ABCC, OF COURSE), ONE BEING TIM
MIKEL'S '61 MARK II JAG 3.8 SEDAN.
ANOTHER IS DON GREENE'S '56 4-PASSENGER
MORGAN.

SNEAK PREVIEW OF UPCOMING EVENTS

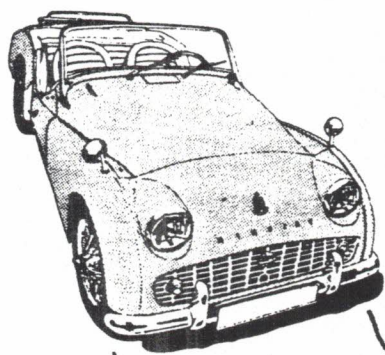
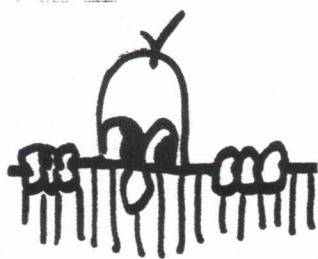
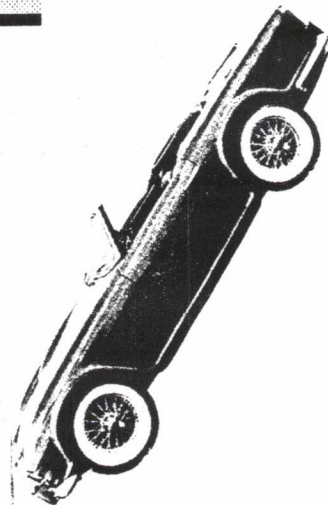
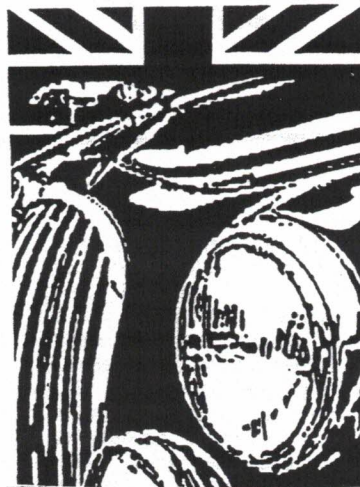
The Los Angeles British Car Meet Returns To Woodley Park Sunday, September 24, 1995

Once again, Southern California British car enthusiasts are invited to return to Woodley Park, in the city of Van Nuys, for the popular British Car Meet. This tree shaded lawn event attracts over 400 cars, 24 marque clubs and thousands of spectators. Bring a picnic lunch or dine on American and traditional British food, available at the park. Spectators attend free!

• **REGISTRATION:** Entry fee is \$15 per car at the gate. Cars will be placed on the field starting at 9:00AM. There will be no pre-registration.

• **DIRECTIONS:** The park is located directly west of the San Diego Freeway (405) between the Victory Blvd. and Burbank Blvd. exits, just north of the Ventura Freeway (101) interchange. Take the Burbank Blvd. exit and turn west onto Burbank. At the next signal, turn right onto Woodley and continue for about a block. Look for the entrance at the right.

• **INFORMATION:** 310-392-6605 • Fax:310-396-1933



SOUTHERN CALIFORNIA TRIUMPH OWNERS ASSOCIATION
SCTDA, P O Box 83828, Los Angeles CA 90083



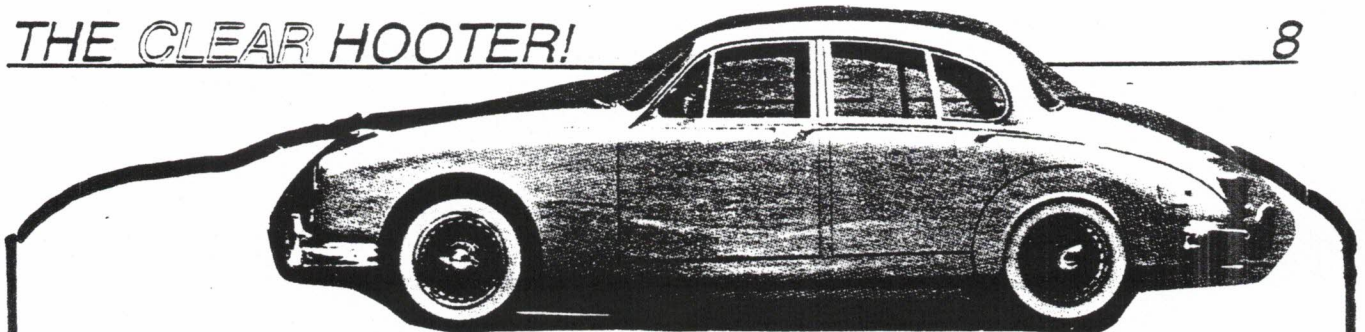
INVITES
All Triumph sports car owners and enthusiasts to
TRIUMPHEST '95
The Silver Anniversary of the Triumph Stag
1970-1995
October 5, 6, 7, 8, 1995
Riviera Resort, Palm Springs, California

- Events include**
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 - Roadster Factory Store
 - Desert Driving Tour
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 - Funcourse Auto Show
 - Stag Hunt Motor Rallye
 - Banquet/Dance
 - Piston Croquet
 - Pool Party
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- FOR MORE INFORMATION -
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1736 W Robin Rd
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Bill Burroughs
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JAGUAR 3.8 SEDAN

A family car that puts the sport in transportation



IN JUST 12 YEARS the British Jaguar has become virtually synonymous with the term "expensive foreign car" in the minds of the American public for, if you ask people you meet at random to name one or more imported cars, Jaguar always comes out on top of the list. All this has been done with a meager advertising budget and fewer than 5000 cars per year available. How was it done? The answer, obviously, lies in the product itself for, in the final analysis, a car of the Jaguar class is bound to be recognized as something out of the ordinary.

To obviate the "expensive" connotation, Jaguar introduced a lower priced compact, the 2.4 sedan of 1955/56. This car was not a success on the American market, so two years later the 3.4 was announced—a very high performance compact, with no less than 210 honest bhp. Despite a higher price tag, this car immediately caught on. Now, for 1960, we have a further refined and improved compact model from Jaguar, known as the 3.8.

Although the 3.8 is still more expensive, it offers so many advances over the previous 2.4 and 3.4 models that it is definitely worth every penny—provided only that one is looking for a car of this category: i.e., a high-quality, high-performance sedan of sensible size. As with the 3.4 sedan, the 3.8 is a very special type of automobile. It has even been described as a compact Cadillac—though the Jaguar people probably don't care much for this description. In fact, Jaguar calls this model a sports sedan and while we, as purists, object to this terminology, the type of performance illustrated by 0 to 100 honest mph in 25 sec certainly justifies the description "a sedan with sports car performance."

While there are innumerable chassis and body improvements, the most important change is undoubtedly the use of a larger engine; the actual piston displacement increase being from 3442 to 3781 cc, hence the designation 3.8 for the approximate size in liters.

The actual power output and concomitant top speed have not been increased appreciably. Instead, the designers have chosen to improve torque by 11% and the net result in terms of driver "feel" is very noticeable when driving or riding in the car. That the above impression is not imaginary is shown by comparing the Tapley pull readings in each gear, the net gain being almost exactly in line with the 11% increase in torque:

Gear	Ratio	Tapley Readings, lb/ton	
		3.4	3.8
od	2.94	210	230
4	3.78	280	300
3	4.84	360	400

With more torque, and pulling power, we find that acceleration times through the gears are also improved, as should be expected. In both our 1957 test and in this one, the driver used a degree of restraint and we feel that the figures we quote for either car can be duplicated by anyone, and, with more "vigorous" techniques, it should be possible to improve on our data slightly. Here is a quick comparison of acceleration times:

	3.4	3.8
0-30	3.4	3.0
0-60	10.5	9.2
0-100	27.5	25.1
SS 1/4	17.6	17.0

Top speed is pretty much academic. Our test car, which, incidentally, belongs to contributor Bill Corey and had 6000 miles on the odometer, has indicated 130 mph on an instrument which shows very little error in the upper speed ranges (due to tire expansion at 100 mph and up). In this case the car was equipped with the standard 3.78 axle, and with overdrive the effective ratio becomes 2.94. Theoretically, a speed of 146 mph would correspond to 5500 rpm (in overdrive), but the combination of power available and wind resistance is such that this figure is not attainable. In short, the speed of this car is far above any possible use, but the ability to cruise safely and comfortably at a continuous 100 mph is certainly there if road conditions permit. Corey says that he drove as above for hour after hour

A comfortable compartment for the head of a sporting family.



across Arizona and Nevada and got just a fraction under 20 mpg in the process.

Cruising speed brings up the question of comfort, and everyone who rides in the Jaguar expresses amazement over its comfortable ride. The car is particularly surprising to those people who own and drive nothing but the largest cars. The rear seat is especially luxurious, thanks to ample leg room, high seat backs and a useful center arm rest which folds out of the way when not required. A particular feature of the riding quality is that it seems so well controlled over rough and wallowing roads. In our opinion, few, if any, cars of this category can keep pace with the Jaguar when the going gets rough.

The new power steering is one of the few we have tried that we liked. While the average man driving the previous model felt no need for power steering, many women did object to a slight heaviness, which increased to a considerable force during parking. The new system eliminates this objection, and its particular virtue is that it is absolutely impossible to detect when the power comes on. Thus, the oft-encountered lumpiness at either side of straight ahead is not present and, as a matter of interest, several people drove the car without suspecting that it had power steering.

The "old" cars handled very well for sedans, this feature being particularly appreciated by a driver used to a standard American car. On the other hand, a driver used to any of the more popular sports cars would, generally, dislike the feel of the 3.4 models, particularly the very pronounced understeer when cornering hard and fast. Michelin X tires would completely transform the general feel of the 3.4 but, unfortunately, parking effort went even higher and the car's normally excellent high speed stability decreased. The 3.8 has new suspension geometry with roll center raised from ground level to a point 3.25 in. above. Power steering makes it difficult to evaluate this change because rim pull in a high speed bend is now very light. Nevertheless, the car definitely handles better than before and body roll appears to be less, as it should on theoretical grounds. The new model also turns in an appreciably smaller circle than before. Our only criticism of the steering would be that, with power, it could have been made closer to 4 turns lock to lock, rather than 5.

Our 1957 test car had the Jaguar C-type close ratio gears which, in our opinion, were just about perfect. However, for reasons known only to Jaguar, they have again "juggled" the ratios; 3rd and 2nd are close to the C-type, but first is the old creeper gear of earlier days. As before, first gear is not synchronized and the gears are rather noisy. The only advantage of the wide-ratio box appears to be that the synchronized 2nd gear

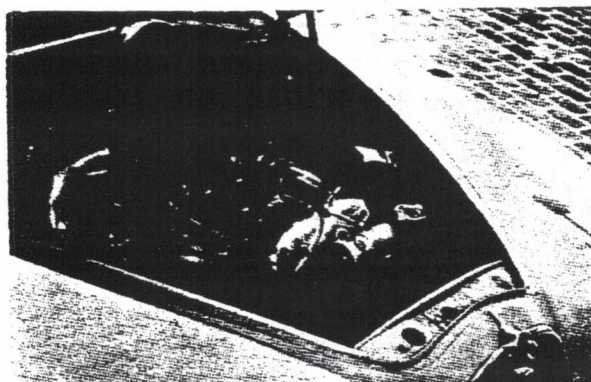
is quiet and quite sufficient for normal starts. Thus, the provision of 5 speeds forward (via overdrive) seems superfluous and overall ratios of the order of 3.0, 4.0, 5.5 and 9.0 would do the job just as well, if not better. However, the 4-speed with overdrive model is primarily for the enthusiast and most of the cars coming over are equipped with the 3-speed-plus-converter type of automatic transmission. While this item takes all the fun out of driving a car such as this, we must admit that the performance is still fantastic and a driver used to, say, a four-passenger Thunderbird, will find the Jaguar a tremendous advance in terms of roominess, accuracy of steering and ability to cruise safely and comfortably at very high speed.

One might think that fuel economy in a \$5000 car would be unimportant, but many owners of even more expensive cars are quite fussy about this item of the budget. Here the Jaguar scores heavily with never less than 17 mpg under the worst possible conditions. In our own experience, involving two 3.4's (a 1957 and a 1959) and a total of 34,000 miles, the day-to-day figure never went below 19.5 mpg. This is only 1.0 mpg worse than we are currently getting from a popular U.S. compact on our staff, with 130 less bhp! A consumption of 23 mpg is easily possible, and quite normal, using overdrive and cruising at around 70 mph. The automatic version will get 21 to 22 mpg under the same conditions, which is identical to the best figure we get from the previously mentioned U.S. compact, with stick shift.

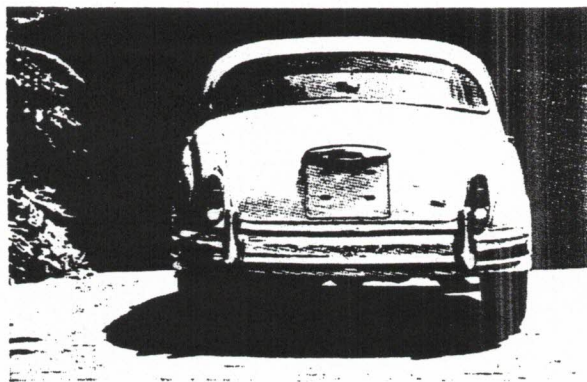
Although the 3.8 is a refinement of the 2.4 and the 3.4, external and internal changes are quite extensive. Most important is the new "cab" with vastly improved visibility in all directions. The front corner posts are now very narrow and the rear window much larger. The rear tread has been widened from 50.1 to 53.4 in. and the optional wire wheels add another 0.7 in. to this. Thus, the former crab-track effect is greatly reduced and this is a change we approve. Formerly the car had a most annoying tendency to wobble about on car tracks or on certain types of lateral ridges in the road. Also, in our opinion, the general appearance from the rear is much improved by this change.

The interiors are absolutely sumptuous, even by previously high Jaguar standards. While last year's 3.4 model was very nicely finished (and is continued as the Mark I version, by the way), the interior of the new 3.8 Mark II model is completely re-designed throughout. The speedometer and new electric tachometer are now directly in front of the driver. The rest of the instruments, which, incidentally, are all-electric and very complete, are located in a central panel which is hinged and can be dropped for access in one minute, and without tools. At the bottom of this central panel is an imposing array of

The 3.8-liter dohc six fills the engine compartment.



Larger rear window aids driver vision, and safety.



switches, each labeled in translucent letters which glow dimly at night so that they are plainly visible at all times.

As before, the parking brake is located alongside and at the left of the driver, a position that has much to recommend it on cars with individual front seats. A light on the dash glows if the brake is not released and this same warning light is wired to show when brake fluid is needed. Linkage in the parking brake system has received a much needed modification—it will now hold the car on a moderate grade where, before, it was almost useless. Genuine leather and varnished wood trim are continued, of course, in Jaguar tradition.

Having now dwelt at some length on the favorable aspects of the Jaguar, we must also point out some of the bad. We receive quite a few complaints from Jaguar owners. These can be tabulated by frequency about as follows:

1. Speedometer and tachometer failure
2. Trouble with the brake booster
3. Minor electrical problems
4. Automatic choke doesn't work
5. Engine leaks oil
6. Timing chain rattles
7. Floor mats wear out quickly
8. Paint fades and blisters

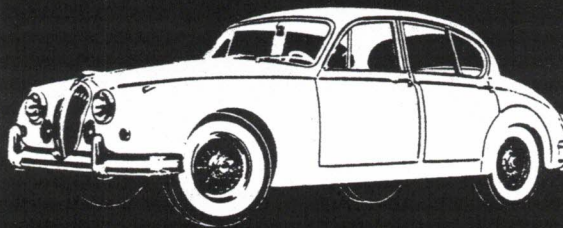
Having had no small experience with these cars (the 2.4 and 3.4), we must agree that the above list is fairly typical of our own cars. It is interesting to note how these troubles have been corrected. The speedometer trouble was caused by oil coming up the cable. This was cured by a re-designed seal, which attaches to the gear-box drive outlet. The electric tachometer solves that problem, and also eliminates item 5 where oil leaked profusely out of the tach drive fitting. The brake booster trouble was caused by gasoline running down to it via the rubber vacuum line. This line now takes off from the top of the manifold, not the bottom (where liquid fuel accumulates during cold starts). Electrical problems are somewhat difficult to avoid on any modern car, owing to the complexity of the system. The hinged center panel mentioned above at least makes the most inaccessible and most complicated portion of the system easy to work on. Jaguar's automatic choke seems particularly allergic to dirt and sand. Since it is electrically controlled, the standard "fix" is to put a driver-controlled switch on the dash. This could be wired to the brake warning light to help the driver remember to turn it off. The Jaguar's timing chain layout provides a hydraulic back-lash device, plus an external adjustment for wear. This needs attention every 10,000 miles or so, and the owner's manual tells how to do it.

The external finish problem is not unknown on domestic cars, though we admit that Jaguar's white, in particular, shows surprising differences in color, from panel to panel, even when the cars are new. This is a quality control problem for the manufacturer, as are the front floor carpets. From the foregoing it is obvious that the company is making every effort to improve the cars.

Incidentally, the price of \$4795 quoted in our data panel includes heater and overdrive, this car not being available in the U.S. without them. (Despite changes, the heater still is not satisfactory for zero weather operation.) Automatic transmission adds \$100 to the price, power steering is \$130 extra and wire wheels cost \$117, or \$278 if chrome plated. Thus, without tax and license the full list price, as tested, comes to \$5243, with white-wall tires. Dealers can install a well designed proprietary air-conditioning unit for about \$700.

Summed up, the Jaguar 3.8 Mark II sedan may not be everyone's cup of tea, but it is exactly the kind of car we have been advocating for many years: a compact, high-performance, high-quality family sedan for \$5000.

ROAD & TRACK ROAD TEST 254



JAGUAR 3.8 SEDAN

SPECIFICATIONS

List price	\$4795
Curb weight	3400
Test weight	3810
distribution, %	56/44
Din ensions, length	181
width	66.8
height	57.4
Wheelbase	107.4
Tread, f and r	55.5/54.1
Tire size	6.40-15
Brake lining area	n.a.
Steering, turns	5.0
turning circle, ft.	35.5
Engine type	6 cyl, dohc
Bore & stroke	3.43 x 4.17
Displacement, cu in	230.6
cc	3781
Compression ratio	8.00
Bhp @ rpm	220 @ 5500
equivalent mph	146
Torque, lb-ft	240 @ 3000
equivalent mph	79.6

PERFORMANCE

Top speed (est.), mph	125
best timed run	n.a.
3rd (5700)	92
2nd (5750)	64
1st (5750)	35

FUEL CONSUMPTION

Normal range, mpg	17/23
-------------------	-------

ACCELERATION

0-30 mph, sec	3.0
0-40 mph	4.8
0-50 mph	7.0
0-60 mph	9.2
0-70 mph	12.7
0-80 mph	16.0
0-90 mph	20.5
0-100 mph	25.4
Standing 1/4 mile	17.0
speed at end, mph	84

GEAR RATIOS

0/d (0.78), overall	2.94
4th (1.00)	3.78
3rd (1.28)	4.84
2nd (1.86)	7.01
1st (3.38)	12.7

TAPLEY DATA

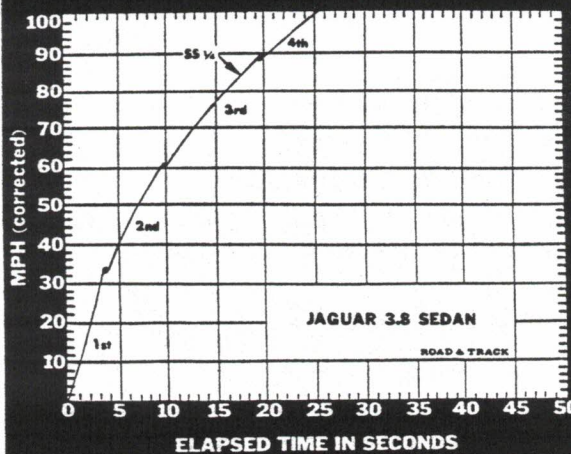
0/d, lb/ton @ mph	230 @ 65
4th	300 @ 60
3rd	400 @ 55
2nd	530 @ 50
Total drag at 60 mph, lb	125

CALCULATED DATA

Lb/hp (test wt)	17.3
Cu ft/ton mile	79.4
Mph/1000 rpm (0/d)	26.5
Engine revs/mile	2260
Piston travel, ft/mile	1570
Rpm @ 2500 ft/min	3600
equivalent mph	95.6
R&T wear index	35.5

SPEEDOMETER ERROR

30 mph	actual 29.0
40 mph	38.9
50 mph	48.7
60 mph	58.4
70 mph	68.1
80 mph	77.6
90 mph	87.7
100 mph	97.9



► Elegance adrift. The phrase might apply to an expensive yacht sulking quietly on calm seas, but it's also a succinct way of describing a Jaguar 3.8 being hurried home from the office, or back to town for the theatre or, in fact, from any Point A to any Point B by anyone who cares about the path in between and enjoys traversing it.

The Jaguar 3.8 combines, as no other car does, luxury and performance in a highly usable package. Beneath its leather and walnut skin lurks a heart of highly-polished steel and aluminum. When caressed gently at the accelerator pedal, it purrs calmly, propelling this "gentleman's carriage"

JAGUAR 3.8

in a smooth, dignified manner. But like a Douglas Fairbanks hero, when hard-pressed it reacts in a violent, soul-stirring fashion. Wheels spin, tires scream with rage and two tons of ironmongery and precision woodwork hurl themselves down the road.

The "Three-Point-Eight" is the improved successor to the popular, distinctive 3.4 sedan. The essential changes are the bored-out engine which gives a change in name, an increase in rear tread of 3.3 inches which adds measurably to ess-bend stability, and a thinning down of all window posts to improve visibility significantly. The latter two, with subtle variations in rear body contours, give rise to the added designation, "Mark 2". In England, it is possible to have your choice of either Mark 1 or 2 according to your preference of privacy or vision and either 3.4 or 3.8 liters of engine displacement. In the American market, however, we are limited to such choices as wire wheels or discs, Borg-Warner automatic or Moss-built four-speed manual transmission, and if the latter, with or without overdrive.

Everybody gets the six-cylinder engine which has powered so many Le Mans winners and also the Dunlop disc brakes which have stopped them, lap after lap, though both are somewhat detuned to make them more suitable for road use. In its brief history, Jaguar has scored two mighty firsts in the automotive sales scene. With the XK 120 it was the first to offer lots of power (160 bhp) for a price that many, if not exactly the masses, could afford. With the 3.4 it was years ahead of Detroit in offering a compact version of its full-sized sedan. (The 3.8's wheelbase is 12½ inches shorter than the Mark IX's.) They are still ahead in providing full-sized performance (though in races the big-inch, stark Lark V8's give them a bit of a run) and quite alone in this class in providing elegance inside as well as out.

Geometrically the 3.8 is a "compact car" in the wheelbase sense (107.4 inches) but in price, performance and furnishings it has little in common with the herd of new models available. It costs just under five thousand, which puts it on a par with the cheapest Cadillac. Its performance well and truly deserves the term "sporting". Top speed is some 125 mph and acceleration beats the Ace-Bristol or Austin-Healey.

As on the 3.4 predecessor, the dashboard and window sills are made of walnut, polished beautifully to a sparkling luster. An improvement is that the instruments are no longer clustered at the center which had suited the production-line problems of building both left- and right-hand drive cars. They are now spread out directly in front of the driver where they belong. Each instrument is circular with plain white figures on a flat background, a "functional" concept which is in effective and dramatic contrast to the extravagance of the walnut panelling. Included are a tachometer (red-lined at 6000), a speedometer (with ordinary and trip odometer), an ammeter, and fuel, oil pressure, and water temperature gauges. The zero on the fuel gauge contains a red light which warns that the 14½-gallon tank

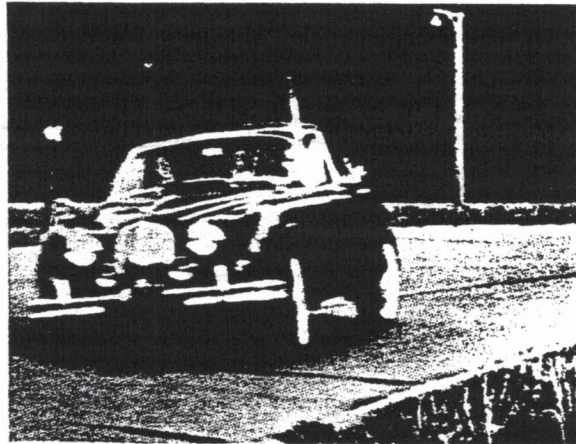
is down to one or two. A cigar lighter and a truly man-sized ash tray care for the smoker. The English push-button radio fitted was not in as good voice as the engine, a matter of tuning, we trust.

Each front seat has a full 6 inches adjustment fore and aft. Since the rails are inclined, the seats move up as they slide forward, on the reasonable presumption that short people have short legs and tall guys have long ones. The former will especially appreciate this feature as the rapid falling-away of the fender-line otherwise would tend to make accurate placement in tight traffic a touch ticklish, though the high-mounted parking lights do help to define the car's corners.

The front seats are separate but to term them bucket seats would be like calling the Queen's throne a chair. The deep foam rubber is covered with leather hide; our test car's were suede green to complement the richly dark-green exterior. Other paints available include three shades each of gray and red, two of blue, plus cream, black and, of course, British Racing Green.

Entry is easy and comfortable. Though you sit slightly askew with your legs a bit to the left and the 17-inch diameter steering wheel somewhat to your right, the position is very comfortable and its asymmetry is soon unnoticed. The wheel has two tapering spokes and a semi-circular horn ring. It is much nearer to horizontal than we are used to seeing in sedans, reminding us of the comfortable installations in Indy cars (of all things!).

To those well-acquainted with the 3.4, the improvement in visibility is striking. It was achieved by drastically slimming the windshield posts and the between-the-doors posts, in both cases by a full inch. The value of this sort of increase in visibility cannot be too highly stressed.



"Elegance adrift" might apply here. Jaguar's small sedan exhibited quite a bit of understeer both here and on SCI's 400-foot handling test circle.

There's logic too in the hoodless headlights and the finless fenders; their good aerodynamic form helped us get 19 mpg on a traffic-free, gentle run from New York City to Bridgehampton and return. If we'd used the full 225 horsepower frequently we would have paid for it, but it's pleasant to realize that unlike the gas-guzzling "power-packs" the 3.8 can be thrifty when you wish.

The car we tested was loaned to us by Mr. C. Gordon Bennet of Jaguar Cars Inc. Sporting three impressive badges (British Racing Driver's Club flanked by Road Racing Driver's Club and SCCA), his is one of the earliest 3.8's. Current production models intended for the United States feature a nine to one compression ratio, one ratio up on his car's. Though this raises both torque and horse-

CONTINUED ON PAGE 135



JAGUAR 3.8

CONTINUED FROM PAGE 74

power ratings 5 units each, the effect throughout the rev range is said to be exceedingly worthwhile. With domestic cars using up to two ratios more, we found premium gas satisfactory for all but the most arduous conditions.

The accompanying acceleration curve is graphic demonstration of the Three-Eight's sporting performance. Considerable care is necessary to avoid excessive wheelspin when you start in first with the revs raised high. About 2000 seems best. First gear could usefully be raised, for the 59% step to second requires a leisurely pause because of the weak synchromesh. For the same reason, the angle of the pendant accelerator pedal is annoying as it makes the desirable heel-and-toe downshifts nearly impossible. A solution is to install a Corvette gearbox (we have come a long way) as one 3.8 owner has done; another is to take full advantage of the Jaguar engine's remarkable flexibility. The 3.8, which may be comfortably started in second, pulls

smoothly and strongly from as low as 14 mph in fourth. And up to some two miles per minute, if you can find the opportunity.

The trunk is large (13½ cubic feet), perhaps at the expense of a too-small gas tank. Engine compartment accessibility is very good for those items which are inspected frequently, except the battery. Inside and out, everything seems to fit properly and work nicely. But then, Jaguar buyers are a demanding lot. The Dunlop disc brakes are smooth and strong and easily a match for this car's power.

The Jaguar's steering takes a little over two turns from straight ahead to full lock in either direction, at which point the turning diameter is a bit under 36 feet. This is quicker and sharper than a Corvair or Valiant, for example, yet at high cornering forces the steering seems extraordinarily slow. On the 400-foot Test Circle, with the tires at 34/31 psi, front and rear, (the pressures recommended for continued high speed use), an initial setting of some

55 or 60 degrees grew with increasing rapidity to 95° at 30 mph and 225° or so at the maximum speed achieved of 45 mph (indicated). On the circular graph used in SCI's Road Research Reports, this would put the 45 mark at about 8 o'clock, thoroughly counterclockwise compared to any car we've tested before. This is understeer with a capital U, yet it doesn't keep keen 3.8 owners from racing.

For all of this, the 3.8 is a nimble car. Its engine's roar is somewhat muted but not its bite. If the tire noise could be equally hushed, Jaguar might commandeer Bentley's old motto and call the 3.8 "The Silent Sports Saloon". Or to paraphrase a more modern Bentleyism, people who feel diffident about driving practically any kind of car may find what they're seeking in a Jaguar. Sybarites will find creature comforts, while performance- and status seekers will find just what they're looking for.

—SCI

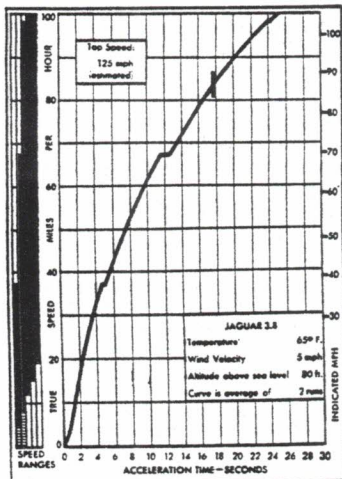
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ROAD TEST

JAGUAR 3.8

Price as tested: \$4890

Importer: Jaguar Cars Inc.
32 East 57th St.
New York 22, N. Y.



ENGINE:

Displacement230.6 cu in. 3781 cc
DimensionsSix cyl. 3.42 x 4.17 in
Compression Ratio8.0 to one
Power (SAE)225 bhp @ 5500 rpm
Torque240 lb-ft @ 3000 rpm
Usable rpm Range700-6000 rpm
Piston Speed + √s/b
@ rated power3465 ft/min
Fuel RecommendedPremium
Mileage13-19 mpg
Range190-275 miles

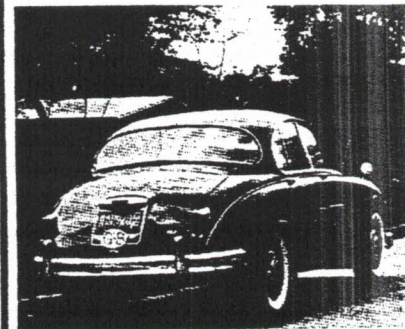
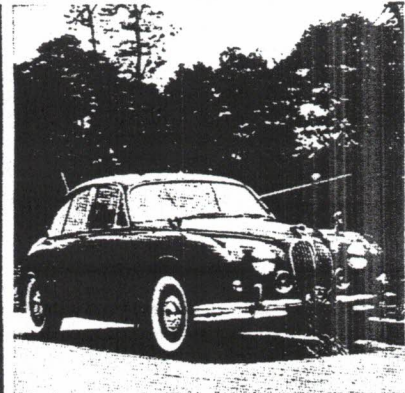
CHASSIS:

Wheelbase107.4 in
Tread, F,R55, 53.4 in
Length181 in
Suspension: F, ind. coil, wishbones; R, rigid axle, cantilevered leaf springs, radius rods.
Turns to Full Lock2.2
Tire Size6.40 x 15
Swept Braking Area—disc488 sq in
Curb Weight (full tank)3300 lbs
Percentage on Driving Wheels44%
Test Weight3600 lbs

DRIVE TRAIN:

Gear	Synchro?	Ratio	Step	Overall	Mph per 1000 rpm
Rev	No	2.96	—	12.73	6.2
1st	No	2.96	59%	12.73	6.2
2nd	Yes	1.86	45%	7.01	11.2
3rd	Yes	1.28	28%	4.84	16.3
4th	Yes	1.00	29%	3.77	20.9
4th	OD	0.78	—	2.93	26.9

Final Drive Ratios: 3.77 with overdrive, 3.54 with automatic transmission.





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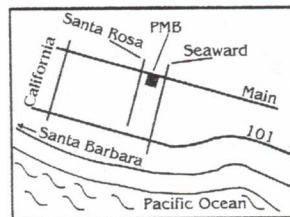
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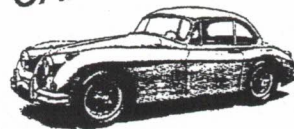
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YOUR LETTERS



Race track plan picking up speed

PRO:

I want to express my enthusiastic support for the development of the Centerplex as a home for a wide range of automotive activities.

I have more than 20 years experience in restoring, collecting and racing antique cars. I am and have been an officer in at least half a dozen car clubs in Southern California and frequently in Ventura. I have an even longer tenure as an

architectural designer with my own company, D.G. Design.

Given the benefit of an extensive background in design and an avid interest in cars, I have a vision of the proposed facilities, which, with the appropriate aesthetic appearance, could become a landmark.

I would like to comment, specifically, on the development of a race track and center for automotive functions. California dwarfs every other state in the nation in terms of car clubs and various automotive interests. These activities are year-round, and representatives of these numerous organizations are constantly seeking locations for events. At present, no such facility like the Centerplex exists.

Laguna Seca in Monterey County is

an example of an automotive center that enjoys a full-schedule year and is an integral part of the county economy. My research into automotive events reveals nearly 500 events on a monthly basis. This information is drawn from "Miss Information's Automotive Calendar of Events." This total is based on California activities only.

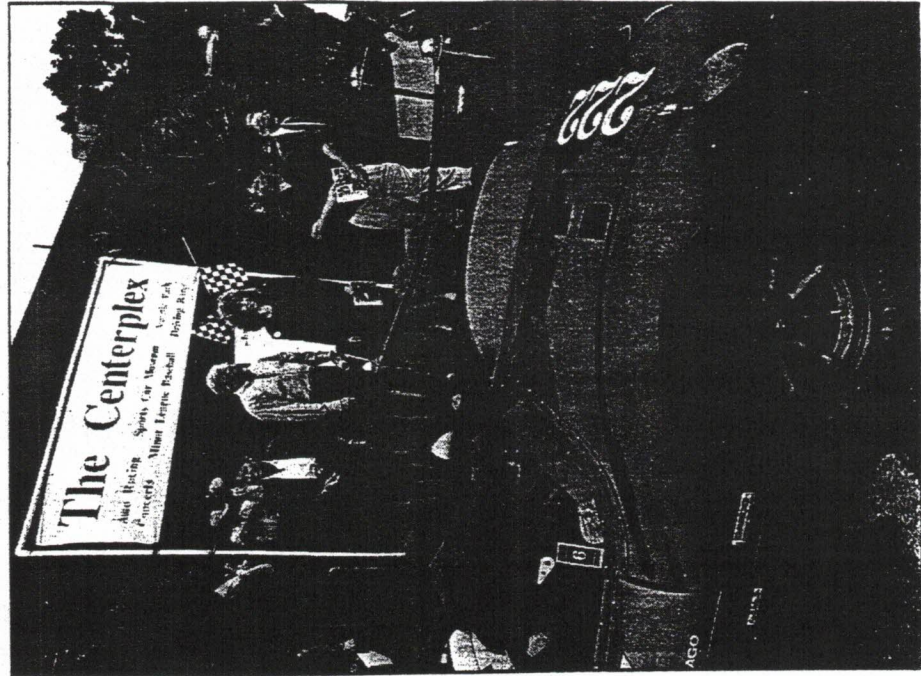
A typical example of such events took place on the weekend of July 14, 15 and 16. The Morgan 4 Club of Southern California

drove 300 miles north to their annual meet in Cambria and collectively contributed thousands of dollars to local hotels, restaurants, shops, etc. At the same time, Moss Motors British Car festival was held in Solvang while the MGT Registry was held here in Ventura.

So often, racing groups are banished to remote, dry, shadeless facilities that do not provide welcoming environments. The Centerplex would create excellent automotive facilities while also providing other attractions. Revenues generated would be significant. I have no doubt that the Centerplex schedule would be filled to capacity prior to the grand opening. So, ladies and gentlemen... start your engines.

— Don Greene, Ventura

CENTERPLEX



Staff photo by K.C. Alfred

AUTO RACING: Ventura City Councilwoman Rosa Lee Measures, left, attended a meeting this week at the Wedgewood Country Club to discuss building a sports and entertainment complex behind the Ventura Auto Mall.

Auto dealers don't need public money for project

CON:

The Buenaventura Mall, the base stadium, the parking structure for a theater complex. These are called private enterprise.

The developers say they can't proceed with their plans without millions of dollars in tax money. The called corporate welfare.

If they can't proceed without large sums of tax money, then they can't proceed. That's called capitalism.

The auto dealers chose to locate the Auto Center. They need to take responsibility for their decision. They are visible from the freeway, they have large signs and an electronic sign. They will have an expensive reconfigured off-ramp.

If they now think the baseball stadium is going to increase their business (a dubious argument at best) but it's been good for some hearty laughs around town, let them finance it.

Having served on the City Council for eight years, I understand the city may need more revenue and the solution to that is easy — ticket the speeders and return some quality of life to the rest of us.

— Pat Ellis
San Buenaventura

ANY OTHER COMMENTS WOULD BE WELCOMED....

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 !!!!

FOR SALE: Early MGTD XPAG ENGINE, disassembled, 90% complete (no crank), \$800, Tom: 805-987-4629.

FOR SALE: '79 MGB, excel cond, garaged/covered, orig owner, meticulously maintained, British Racing Green, "Giving up toy!" \$4950, John: 805-529-3494.

FOR SALE: TR3-A/TR3-B SOFT TOP used, \$35. Tonneau cover, black, needs zipper, \$25. TR250 original hub caps, mint condition, \$100/ea, TR250 orig steel wheels, \$35/ea, Herman Van Den Akker: 805-526-9526.

FOR SALE: '67 TR GT6, rust free, good body, wire whls, fair int, running when parked 4 yrs ago, \$850/obo, Sheldon: 805-398-8537.

WANTED: TR3-A OR TR4, would like Green w/beige interior, Bill Johansson: 818-998-2614.

FOR SALE: MGTD TRANSMISSION, later model, rebuilt, \$350, Tom: 805-987-4629.

FOR SALE: '77 SPITFIRE, 93K orig miles, same owner all but first 2 yrs, well-maintained, covered, White w/factory hardtop, luggage rack, tonneau cover, \$2150, Call Lien: 805-496-2982.

FOR SALE: '67 TR2000 SEDAN, color Gold, needs Trans, Best Offer, Michael Stephenson: 805-653-5755

FOR SALE: '74 JENSEN HEALEY, RUNS FINE, ONLY \$2000 TO CLUB MEMBERS, needs smog check + paint + elec/mech (what British car doesn't), has good tires, top's OK. Call quick or I'm gonna smog/paint/up-the-price, Howard: 805-485-7023.

FOR SALE: '65 JAGUAR 3.8 S-TYPE SEDAN. Very good condition, rare, appreciating classic. LHD, auto, chrome wire wheels. ALSO complete PARTS CAR (RHD, 4-sp), \$5500/ offer for both cars, Lee Maxwell: 805-649-1212.

FOR SALE: '60 TR3, \$4K invested in rebuilt eng. Needs clutch master cyl. Yours for \$5000, Mike Foster: 805-499-7974

FOR SALE, FOR THE REPAIR BILL: '75 TR6 HEAD, new valves/guides, \$278/obo, Fains Auto Parts/Jim: 805-642-5254.

FOR SALE: '77 SPITFIRE 1500, Red OD, some rust, front-end rebuilt at 90K, \$1500, Tom Hicks: 805-388-1000/805-388-8789.

FOR SALE: '75 SPITFIRE, Needs 1500 engine block, \$500, Dick: 804-484-1140.

AUGUST.....

- 02 MONTHLY GENERAL MEETING, 7PM, HUDSON'S GRILL.
WED
- 11-13 ROADSTER FACTORY SUMMER PARTY IN ARMACH, PA,
FRI-SUN CALL 800-283-3723.
- 12-13 SANTA PAULA 65TH ANNUAL AIR & CAR SHOW.
SAT-SUN
- 18-20 MONTEREY HISTORIC RACES & PEBBLE BEACH CONCOURS
FRI-SUN D'ELEGANCE AT LAGUNA SECA & PEBBLE BEACH LODGE,
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- 30-03 20TH WEST COAST MEET '95, AUSTIN-HEALEY CELEBRA-
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WHITHAM, 260 EDELEN AVE, LOS GATOS, CA 95030.

SEPTEMBER.....

- 06 MONTHLY GENERAL MEETING, 7PM, HUDSON'S GRILL.
WED NOTE NEW SCHEDULE: MONTHLY "BOARD MEETING" TO
IMMEDIATELY FOLLOW.
- 10 THE BRITISH CAR MEET - 18TH ANNUAL IN PALO ALTO.
SAT OVER 600 CARS EXPECTED, \$15 CAR REG. AT GATE,
EL CAMINO PARK, CALL 310-392-6605.
- 16 SANTA BARBARA 19TH CONCOURS D'ELEGANCE AT S.B.
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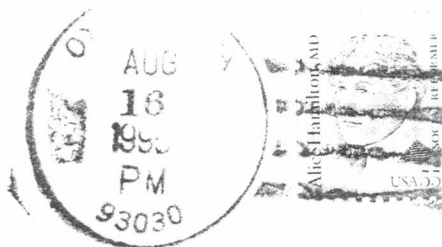
OCTOBER.....

- 04 MONTHLY GENERAL MEETING, 7PM, HUDSON'S GRILL.
WED BOARD MEETING TO IMMEDIATELY FOLLOW.
- 06-08 TRIUMPHEST '95 AT RIVIERA RESORT, PALM SPRINGS.
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