

# THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS  
ALL BRITISH CAR CLUB



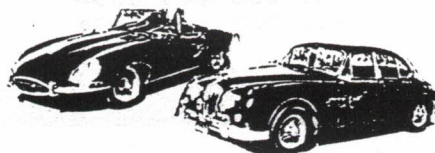
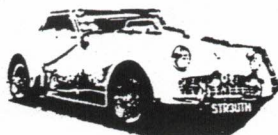
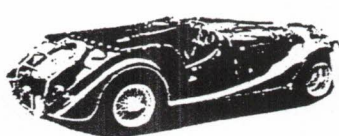
## GENERAL MEETING ATTENDEES

SEPTEMBER 6th 1995

| Name                        | Driving             |
|-----------------------------|---------------------|
| Peter Arakelian             | '71 TR6             |
| Daryll & Cindy Clark        | with B Youngdahl    |
| Kelly Connell               | '90 S-10 Blazer     |
| Tom Crawford                | Chevy Pickup        |
| Bill Czerwinski             | '59 Morris Minor    |
| Jim and Trisha Gray         | '59 Jaguar XK150    |
| Don Greene                  | '71 XKE Roadster    |
| Bill Hopper                 | '87 Jeep Comanche   |
| Paul Keener & Karen Zambory | '74 XJ6L            |
| Ron & Claudio Kibbe         | Stock '59 Morris 1K |
| Bob Klope                   | Classic GM Product  |
| Jon Korbin                  | Dodge Viper         |
| Ed Lang                     | with Bill Hopper    |
| Jim Lester                  | Subaru              |
| Jason McIlhaney             | TR250               |
| Jim and Diane Mills         | TR4                 |
| C Darryl Struth             | '63 Morgan +4       |
| John Wendling               | '79 MGB             |
| Bob Youngdahl               | '95 Dodge Ram       |

VOLUME 12, NO. IX

SEPTEMBER 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:**

**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

**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              |
| Sep 06 | ** <u>OCT 11 !!</u> |
| Nov 01 | Dec 06              |

\*\* MEETING DATE MOVED UP ONE WEEK DUE TO TRIUMPHEST!

**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!!





EDIT . . . er, THAT'S ME!

THESE MONTHS JUST KEEP FLYIN'!

Speaking of fly-in, like in Santa Paula on 12-13 August, there was a bit of confusion about who was organizing a CCT club event for this commemorative airshow. Turned out that no one took responsibility, but Don Greene and Susan were die-hards. We made it there regardless. We ran in to a few other members, like Tom German and family, and missed seeing others, like Howard and Tricia Ashe. It was a non-stop action airshow with side attractions of antique airplanes and some vintage automobiles of the USA variety. Sorry the rest of you missed it. MAYBE WE'LL TRY AGAIN NEXT YEAR.

In spite of summer months coming to a close, we are definitely embarking on some of our better weather and a generous selection of events coming up. SEE THE 'CALENDAR OF EVENTS' ON THE LAST INSIDE COVER PAGE!

SO COME ON OUT AND JOIN US...FOR SOMETHING SOON!

*Susan Rately*

MESSAGE FROM THE PRESIDENT

Thank Heavens Hudson's Grill has a patio. We would have died inside that place for our August meeting. Only bad part, was it got dark too soon and I had to barrow a flash light from Karen Zambory to read my notes -"THANKS". We have a lot of car events coming up the next 2 months and I hope to see most of you at some of them.

Santa Barbara Concours d'Elegance, which will probably be over by the time this addition is printed.

I.A. British Car Meet - Woodley Park on the 24th of September and don't forget, we meet at the "Golden China" parking lot at 7:00 a.m. and leave about 7:30 a.m. If any of you are going and live in the Camarillo or Thousand Oaks area, please call and we'll make arrangements to pick you up at Woodley.

Lynn Road, otherwise - see you at Woodley. We're pushing the October meeting back one week to the 11th, because of the upcoming Triumphest '95 at Palm Springs Riviera Resort 5th through 8th, 1995. If any of you wish to leave the 4th and have an extra day to kick back, let me know and we'll motor down together.

On the same weekend XK's Unlimited is holding their annual open house. I went last year and it was great. Just wished it wasn't the same weekend as Triumphest! Gotta get this to the typeset, I'm a day late already.

"If Noah had been truly wise, he would have swatted those two flies"  
- Helen Castle

Keep 'em running.....

*E. Rately*

'THE CLEAR HOOTER'  
IS MOST PLEASED (AND PROUD)  
TO INTRODUCE

TWO (MORE) OUTSTANDING CLUB MEMBERS  
AND THEIR ARTICLES IN THIS ISSUE !

KEEP 'EM COMING ! ! !

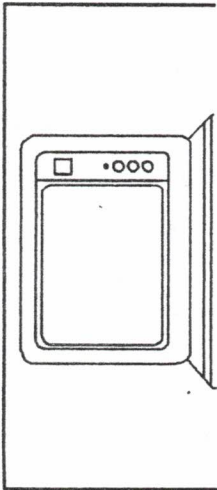


# SWEATSHIRTS



• 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 SEPT. MEETING WAS HELD ON WED. THE 6TH AND BEGAN AT A FASHIONABLE 7:20 PM. IN THE OUTDOOR PATIO AREA OF THE RESTAURANT.

THERE WERE APPROX. 26 MEMBERS, WITH 2 NEW MEMBERS PRESENT.

CINDY CLARK BEGAN WITH A BRIEF REMINDER ON THE MOONLITE-TOPLESS RIN HOSTED BY THE WHITES WHICH IS /WAS SEPT. 9, AND IS ALWAYS A GREAT TIME (UNLESS YOUR CAR IS VERY LOW TO THE GROUND)

DON THEN REMINDED EVERYONE OF THE UPCOMING SANTA BARBARA CONOURSE ON SEPT. 16 THAT ALWAYS HAS BEAUTIFUL CARS. THE CCT CARAVAN WILL LEAVE AT 9 AM FROM THE OLD CHARLIE BROWNS LOT, NOW THE GOLDEN CHINA.

RIGHT ABOUT NOW THERE WAS A PAUSE IN THE ACTION AS EL PRESIDENTE READ HIS NOTES WITH A TINY FLASHLIGHT IN THE EVER DARKENING PATIO.

THE WOODLEY PARK CAR SHOW WAS BROUGHT UP NEXT, ON THE 24TH OF SEPT. THE CCT CARAVAN WILL LEAVE AT 7:30 AM FROM THE GOLDEN CHINA LOT.

DARRYL NEXT ENTERTAINED US WITH CAR PICTURES, WHICH NO ONE COULD SEE, AS BY NOW IT WAS ALMOST COMPLETELY DARK ON THE PATIO.

BIG REMINDER NEXT ABOUT TRIUMPHEST, WHICH IS VERY NEAR...GET YOUR RESERVATIONS IN!!

DON GAVE THE TREASURERS REPORT NEXT, WITH \$ 1811.00 IN THE WORKING ACCT.

THE CLARKS WERE ASKED TO REPORT ON AN AUTOCROSS DRIVING SCHOOL OCT. 21/22, NEAR THE JOHN WAYNE AIRPORT. THE FEE IS \$55.00 PER DRIVER AND THERE IS CLASSROOM TIME THE WED. BEFORE. IF YOU ARE INTERESTED GET A HOLD OF THE CLARKS FOR MORE INFO.

BOB KLOPE REPORTED NEXT ON AN ARTICLE IN THE GRASSROOTS RACING MAGAZINE ABOUT A MULTI-PURPOSE TRACK BEING BUILT IN NEAR BUTTONWILLOW WHICH IS CONNECTED TO THE SCCA. SEE BOB FOR DETAILS.

THE GENERAL MEETING WAS ADJOURNED AT 8 PM, AFTER WHICH AN ABBREVIATED BOARD MEETING WAS HELD.

ITEMS DISCUSSED INCLUDED THE CHRISTMAS PARTY, THE ANNUAL VENTURA SHOW, FUTURE TRIUMPHESTS, MONTHLY BRUNCH/FUN RUNS, THE UPCOMING WINE TOUR WEEKEND, DUES, AND WHY THERE WERE SO MANY GNATS SWIRLING AROUND OUR TABLE.

NOTE THAT THE OCT. MEETING WILL BE THE SECOND WED. OF THE MONTH DUE TO TRIUMPHEST ACTIVITIES.

*Jon*



Clear Hooter Input - Bill Rogers

Enclosed is a piece from "Motoring News", a British national weekly motor sport paper, with the lead in for the Targa Rusticana historic rally I did in England and Wales over Labor Day weekend. Since I am now off to Reno for a week for the air races, I will do a report when I get back....

**HISTORIC RALLYING**

**Full house for Targa**



PAUL LOVERIDGE could easily be a Targa winner in his dependable Mini. Photo: Tony Large

This weekend promises to be one of the highlights of the Historic calendar, in the form of Oxford University MDC's Targa Rusticana. A 120-car entry will gather at the Metropole Hotel in Llandrindod Wells for a mixture of regularity sections, autotesting and the renowned night navigation leg. The cars range from a Ford Falcon to a Standard 10, an Alvis 12/50 and a Rover 2000, while the

likely favourites include the 1994 winners, Frank Fennell/Kevin Savage (Volvo 122), Paul Loveridge/Graham Ford (Mini), Jayne Wignall/Andrew Bodman (356) and Paul Presticicio/Lee Vincent (Cortina) to name but four. Amongst the familiar names are Richard Hudson-Evans (Austin-Healey), Geoff Awde (MGA), Derek Skinner (MGB) and Paul Stait (Midget), while John Brown,

the motivating force for much of the rally's history, has been prevailed upon to navigate Paul Wignall's Talbot 105. The event starts at 10.30 on Saturday morning, finishing at 12.00 on Sunday. It strikes further west than at any time since 1973, with a supper halt in Lampeter and the rumoured inclusion of a much higher proportion of forest roads than in recent years.

**Bumper entry for 10th Retro**

Over 100 crews have entered the Circuit of Ireland Retro-spective, which will be run for the 10th time on October 13-15. Eric Patterson/Gordon Noble will be aiming for a hat-trick in their Riley Elf, but they will face stiff opposition from other past winners, who include Frank Fennell in a Volvo and the Midget of Hill Scott/Isaac Busby. Amongst the challengers in the home contingent are the spectacular Noel Cochrane in another Midget and Peter Lynch/Rory Dooley. Two new entrants

quite capable of causing an upset are both Mini crews, Eamonn Byrne/Paul Phelan and Sam Bowden/Derek Smith, with no shortage of driving test or navigational skill in either car. Robin Eyre-Maunsell, Paddy O'Callaghan and Reggie McSpadden will also participate. Mike and Gina Barker will take a TR3, while Philip Surtees/Robin Cardale will return in their Willys Jeep and Ian Glass will drive his unusual, Rover-based Marauder 75. Continental crews are also

taking advantage of the chance to contest national events in other European Union countries and the entry will include the Germans, Jorg Schmidt and Sonya Hetherington once again (Alfa Giulia) and two Dutch crews for the first time. While the event includes the traditional mixture of night navigation, regularity and driving tests, there will be a new start venue in Bangor in Co. Down, before crews head for Bundoran in Donegal and then south to Galway.

**911 armada for Manx**

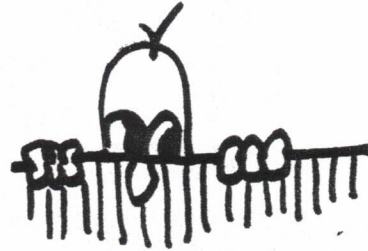
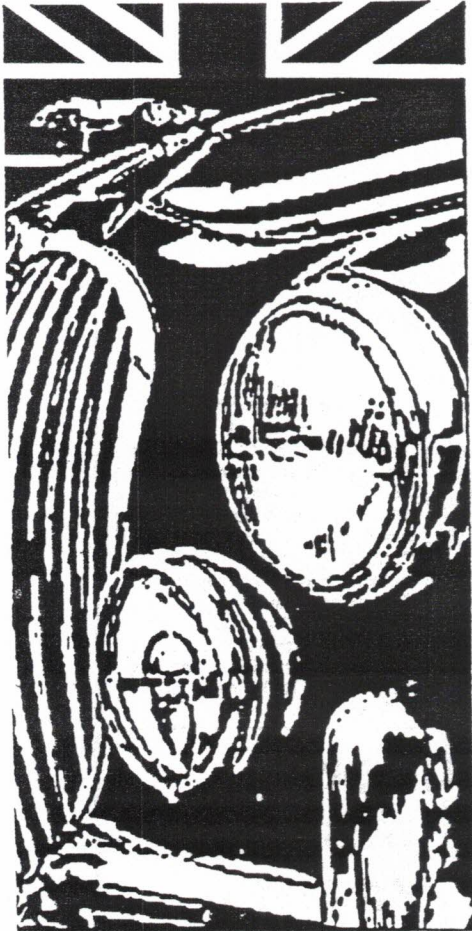
Francis Tuthill will be running a formidable team on the Manx, of no fewer than three Porsche 911s. All three will driven by Ulstermen and for the first time Dessie Nutt will take the wheel of a Porsche. His car is being built to 1967 RAC Rally specification, while the cars of John Keatley and Sean Campbell are being re-fettled in preparation for the Dunlop Tarmac Championship round. Brian Bell's 911 is also taking shape at Tuthill's Oxfordshire premises and should be ready for the Midland Rally, prior to the Millers RAC Historic.

**Long distance runner**

There is little doubt which competitor will have travelled furthest to take part in this weekend's Targa Rusticana, for Bill Rogers is coming all the way from Los Angeles to drive a Cooper S. A prominent competitor in the early 1960s (he claims to have invented the red and white livery for Minis before the factory), he emigrated to the United States in 1967, but one of his former navigators, Peter Valentine, has tempted him back into the fray for the first time since they rallied in Belgium in 1990, in another Cooper S. Valentine, the 1975 MN Champion Navigator, has restored the Mini with the help of his son, Michael, who will also be navigating a car he owns, a 1967 999cc Cooper S. A week before the start, he has already spotted a potential flaw in the arrangement: the drivers, Rogers and Peter Gilbert, were tremendous rivals in the 1960s and neither has a financial stake in the car he is driving. Worse still, they are seeded one behind the other!



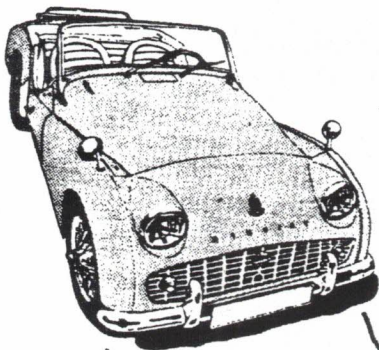
SNEAK PREVIEW OF UPCOMING EVENTS



## 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

SCTOAA, P.O. Box 83820, Los Angeles CA 90083



INVITES

All Triumph sports car owners and enthusiasts to

# TRIUMPH '95

The Silver Anniversary of the Triumph Stag  
1970-1995

October 5, 6, 7, 8, 1995  
Riviera Resort, Palm Springs, California

**Events Include**

- Fox and Hounds Funchana
- Riviera Resort Walking Rallye
- Pentathlon
- Photo and Model Contest
- Special Guests
- Moss Pinewood Derby
- THOUSAND\$ in Prizes
- Vendor Sales
- Tech/Product Demos
- Palm Springs Tours
- Roadster Factory Store
- Desert Driving Tour
- Hospitality Suite
- Moss Motors Perpetual Award
- Funcoarse Auto Show
- Stag Hunt Motor Rallye
- Banquet/Dance
- Piston Croquet
- Pool Party
- Aerial Tram Rides

- FOR MORE INFORMATION -

Write to: Triumph '95  
c/o Jim Luker  
1736 W Robin Rd  
Orange CA 92668-2628

or call:

Bill Burroughs  
(310) 641-9204

Bernie DeMarkey  
(714) 637-4442

SNEAK PREVIEW OF UPCOMING EVENTS

## LOTS MORE INTERESTING TAXI SECTIONS:

ENTRANCE FEE: \$55.00/PERSON

OCTOBER 21, 22, 1995

THE SCHOOL STARTED IN THE  
MIDDLE OF THE LAST FALL. THE STUDENTS  
WAS/CHUCK TALK TO THE TECHNOLOGY.

I RAN MY TE IN LAST FALL. THE STUDENTS  
AND ASSIGNED

THE STUDENTS ARE PUT INTO THE COURSE PRACTICE AND  
ON SUNDAY THE STUDENT COURSE IS SET UP AND WORK SESSIONS.

WITH A SLOAN AND TO FINISH THE COURSE. THE STUDENTS ARE PUT INTO THE COURSE PRACTICE AND  
ON SUNDAY THE STUDENT COURSE IS SET UP AND WORK SESSIONS.

AN INTERESTING AND WORKING COURSE IS SET UP AND WORK SESSIONS.

ON SUNDAY THE STUDENT COURSE IS SET UP AND WORK SESSIONS.

THE COURSE IS SET UP AND WORK SESSIONS.

I FOUND THE SCHOOL VERY INFORMATIVE AND DRIVING THE SCHOOL, THIS YEAR.

ENCOURAGE THOSE OF YOU WHO HAVE SEEN ME FOR THE SCHOOL, THIS YEAR.

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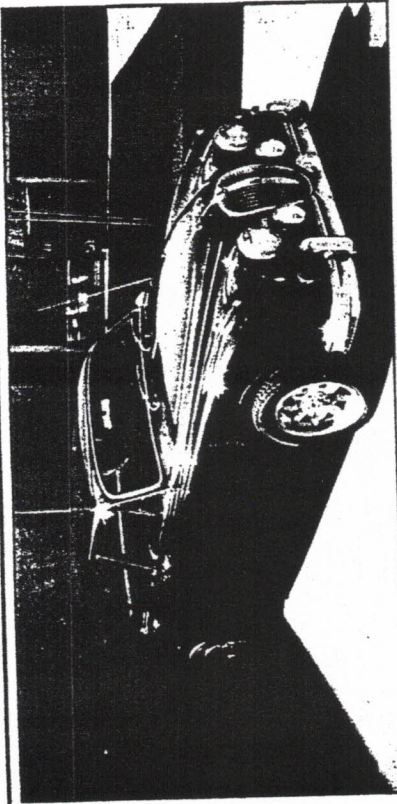
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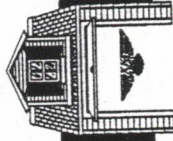
ENCOURAGE THOSE OF YOU WHO HAVE SEEN ME FOR THE SCHOOL, THIS YEAR.



XKS UNLIMITED · JAGUAR SPECIALISTS



A very special MKII Sedan built by XKS UNLIMITED · For more information see p.14



# XKS UNLIMITED Open House

It's not too early to mark your calendar for **October 6, 7, 8, 1995**. Our annual Open House Weekend has become one of the major Jaguar events of the year. Last year not only did we get Jaguar owners attending from all over the U.S., but many overseas visitors from as far away as Germany, Japan, and Mexico! If you've talked to anyone that has attended, it is one fun weekend and this year we are planning something even bigger!

**Activities will include:**

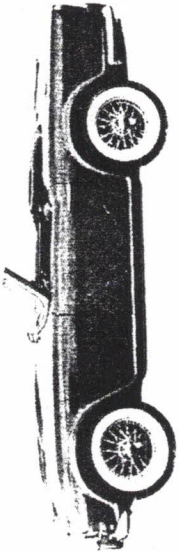
- ❖ A welcoming party Friday night
  - ❖ Saturday Open House at XKS with demonstrations, discounts on parts, and a free BBQ lunch. There will also be hundreds of Jaguars to look at!
- Something new this year: you can have your car judged on Saturday in a car show at the shop. Then run the rally on Sunday. The car with the best combined score will win a very special grand prize!

- ❖ Saturday night will be a banquet and dance party.
  - ❖ Sunday morning will be a 3-4 hour rally over some of the best sports car roads you will find anywhere!
- Guaranteed to be fun! At the end of the rally will be lunch, farewell party, and grand prize winner announced.

*This is just our way of saying thanks for another great year of your support. We hope to see you all there! Remember to mark your calendars now.*

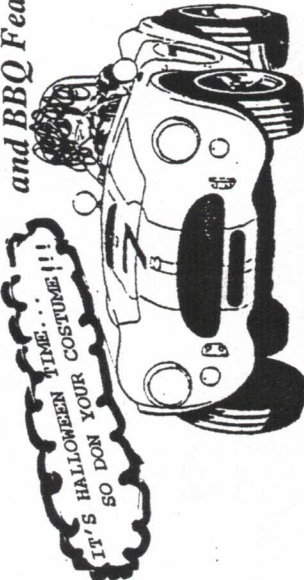
**850 Fiero Lane  
San Luis Obispo, CA.  
805-544-7864**  
Off Broad St. next to  
the SLO County Airport

SNEAK PREVIEW OF UPCOMING EVENTS



CCT All British Car Club cordially invites you to  
the 6th annual

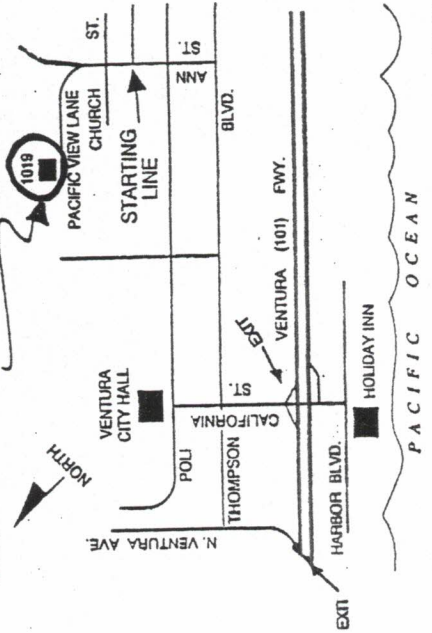
## Clutch Burning Hill Climb and BBQ Feast



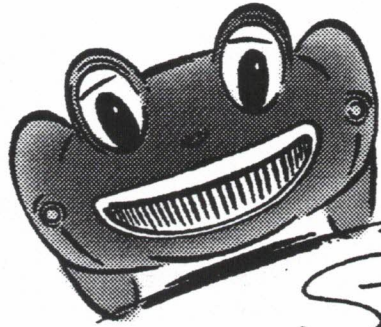
**Saturday, October 28, 1995**

Hill Climb start: 3:00 PM BBQ Feast: 5:00 PM  
Dust off those prized possessions and join us for food, fun, prizes and surprises  
at Don Greene's Estate: 1019 Pacific View Lane in Ventura.

PLEASE R.S.V.P. to Don Greene at (805) 652-0330







I'm a  
happy

*Sprite*

STORY  
TELLING TIME

As told to Craig Newswanger by a 1960 Austin Healy Sprite MK 1 # AN 45263

My new owners are Craig Newswanger and Sally Weber of Ventura. Craig has been rebuilding me for the last few months. I actually think I'll be **really** happy when I'm back together and back on the road again. I'm feeling a bit disjointed right now, actually, since Craig took me apart and sent some of my parts away, to be rebuilt. At least all my parts are back in the garage now waiting for my body to be stripped and repainted.



Our first ride! Craig was pleased to see very little rust and a very complete car.  
Sally was just pleased.

*Cont'd...*



## Sprite

As told to Craig Newswanger by a 1960 Austin Healy Sprite MK 1 # AN 45263

### My Story

As far as I can remember I spent my youth in Sacramento. I was green back then and I think my original owners liked me since they took me on rallies and kept me in fairly original condition. In the early seventies I was painted red. I like red but I was never happy with the quality of the paint job. I think the man's name was Mr. Shieb or something.

Later I was sold to a doctor in New Mexico. As his children grew up and learned to drive, they took me out on rough dusty roads. It was fun, but sometimes kids **would** sit on my rear deck and put dents in me. That didn't bother me as much as the rough roads and the big rocks they hit now and then.

My worst time I think was when my owner drove me through a stream during a rain storm. The water was too high and my motor stalled. My owner bailed out and watched helplessly as I was washed down stream a bit. I didn't drift to far but there was nothing my owner could do until the water subsided. Rocks and sand filled all the nooks and crannies of my body. The next day someone pulled me out of the stream but I never felt the same after that event. My memory is a bit blurry about these dramatic events but I think it was right after that when I got a motor transplant. Luckily MG Midget motors are a good match. It was actually a bit more powerful than my old motor. For years I was driven now and then but they weren't taking good care of me. They would leave me out in the rain and not dry me out properly. I started to rust some places but luckily I was leaking a lot of oil from my transmission at this point so that seemed to help block some of the rust. Unfortunately after the oil started to leak badly I started gaining some weight. When they would drive me on those dusty roads, the dust would mix with the oil on my underbelly and formed a thick coating of something like asphalt. I spent years in the hot sun but at least I didn't have to drive on salty roads where I might of gotten seriously rusted.

When Sally and Craig saw me for the first time, we all knew this was a good match. Craig saw my potential and Sally saw my cute face (and she thought I had a nice butt). I looked a bit tatty but I was driveable if not too safe. Craig and Sally took me to a nice fellow named Bill Turley at the Auto Shoppe, to fix my suspension and brakes so I would be safe to drive until Craig was ready to start rebuilding me. After a year of reading and research, and a few weekend drives, Craig started a few months ago to take me apart and rebuild me from the frame up.

Well enough of history. I'm looking forward to getting myself together soon. I'm going to be better than ever! Here's a short list of what Craig and Sally are doing to make me even happier:

- A rebuilt 1275 motor sleeved to original displacement. Reworked crank, cam and head with new valve seats. Engine work by Mike Goodman In Van Nuys.
- New pistons and rods, flywheel and clutch.
- A rebuilt "rib case" transmission with a custom front seal fitted.
- A header with a custom 2 inch tailpipe and muffler.
- Front disk brakes and hubs and spindles from a 67 midget and newer style drums on the rear.

*Cont'd . . .*



- Fully rebuilt master cylinder with resized bores to match the brakes and the 1275 clutch slave cylinder.
- Transplanted rear end gears with 3.9:1 ratio to keep the revs down a bit at high speeds.
- All new bearings everywhere.
- Cleaning and painting the engine compartment, under body and exterior down to the metal.
- A bit of rust repair in the floor pan here and there. Nothing serious.
- Manic cleaning down to every bolt and nut.
- Some body work and new red paint.

Craig dreams about having me finished by Christmas, I won't hold my breath, I just want him to do the work right so I'll have many more years of happy driving! See you on the road soon, I hope.



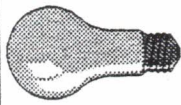
Here I am on my roll over jig so Craig could clean and repair some rust in preparation for painting. Craig cleaned down to metal before painting with rust resistant paint.

P.S. We have a 67 Midget chassis and loads of Midget parts left over including 5 Wire wheels. A 948 engine in good condition set up for high compression. A 1098 engine partially reconditioned by a previous owner. If your going for originality, we have a smooth case transmission as well. Call Craig or Sally at 805-643-0121, evenings.



## AN ADVENTURE IN UPHOLSTERY

by Peter Arakelian



Re-upholster my seats! By myself! I've never done anything like this before, what have I gotten myself into?

These and other equally disheartening thoughts raced through my mind as I looked down on the passenger seat of my TRS sitting vulnerably on the back porch. I had already spent the last few months acquiring the seat kit, seat foam kit, and seat back strapping set; I couldn't give in to the fear. Following the advice given, I turned the seat over and started slowly to take the seat cushion off. The trick is to notice everything. Many people find a Polaroid camera useful to record the existing construction, but I did without.

The seat cushion assembly came off rather easily, but "assembly" was the key word. It consists of a two piece seat cushion, foam going around the sides of the seat base, and the vinyl cover itself. I also tried to take note of where the clips were located, although in the end they go where they need to go. It is important to note that the seat vinyl has several flaps of material, not vinyl, on the inside which are meant as guides for the foam as well as places to which the foam is glued. If you keep your old cushion intact as you remove it from the frame, you will see how the flaps are used to pull the vinyl down onto the foam. Be aware of how the foam fits into the seams. Try not to be too destructive as you remove components so you can see how the foams and vinyl fit together.

Next came the sides of the seat back. To get to the clips, the backboard must be removed. It is held in primarily by the same type clips that hold on the door panels, plus two slide in clips at the top. Now, take a good long look. This is easily the most complex area of the seat. In the center are the straps against which presses the center cushion. If your straps were like mine, they are obviously stretched beyond their ability to rebound. On each side the vinyl goes from the front around the strap fasteners to the frame. The other end of the side vinyl pieces pulls under where the backboard was and attaches to a different frame rail. Again pull the clips loose and pay attention to how the old vinyl and foam was attached. Also note which cardboard pieces in the bottom on each side which incorporate a clip to hold them to the frame. The seat kit I had included new pieces that were perforated to enable trimming to the correct shape. The metal clip will have to be removed from the old and attached to the new.

The center cushion comes off easily, but notice how the flaps of material are used to hold the foams in place. My car, a 1971, has a fixed headrest, so the headrest cover is attached to the center and pulls off with it.

Save everything! I constantly referred to the old pieces both to see how it was put together and to make sure I had everything!

Well, time for a break! The old seat was disassembled, the pieces in a pile next to it, the new stuff in another stack nearby. I have occupied nearly the entire center of the porch and my wife is being very supportive; the cat isn't so sure.

I started to look over the kit for re-doing the straps in the seat back. This could be trouble. The new strapping is one continuous length. The old ones are stretched. I decided to measure the distance across with the slack taken out as the basis for cutting the new strap. I had to allow for folding the strap over the new hooks; I figured 3/4-inch. Following the old axiom, I measured twice, then once again for luck. Then I added up all the figures, plus the overlap to be sure I had enough strapping. Can you tell I was paranoid? Well, I came out within two inches of the available material, not bad at all.

At this point, a day and a half had past. That's right, a day and a half! Remember, I said go slow and pay attention.

A new day and it's time to reassemble. To paraphrase the workshop manual: reassembly is the reverse. Sounds simple. It actually is nerve racking, but not difficult. Follow the pattern of what you took apart. You should have paid attention to how the old side foams lined up with the frame. If you get the seat back side foams too low, they won't meet the headrest properly; too high and they won't meet the seat right. The seat base is tricky, but if you kept the old one, you can follow how it all goes together. Getting the vinyl to slide over the headrest foam can be facilitated by putting a sheet of plastic over the foam. This makes the vinyl slide easily and can be pulled out later - some just leave the plastic in there. You will have to glue sections in place so be sure to get a can of upholstery adhesive. It gets tacky fast, and dries quickly.

The scariest part for me was getting the vinyl onto the sides of the back. It involved cutting the vinyl to go around the clips for the straps. Cutting! Did someone say cutting! Yes, the old ones were cut, so I just went slowly, remembering that I could always cut more, but couldn't take a cut back. One note of frustration. The final few inches at the top of the vinyl covers was not sewn to the end. I figured a professional installer would use this to get the perfect fit. I took all four pieces (two for each seat) to a local upholstery shop and had them follow the bead as far as the material would allow - it turned out fine.

Remember to pull the vinyl tight before you clip it to the frame. It helps to lay the pieces in the sun to warm and become softer and more pliable.

Finally, after two and a half days, one seat finished. The next seat only took one day. Hey, I'm experienced now.

Would I recommend that others do this? Yes. It was intimidating, and I was afraid I would run into major problems. But I went slowly and pulled tight. The seats look and feel great! And the interior looks 100% better!



*(Could this be a Morgan  
towing a motor home?!)?*

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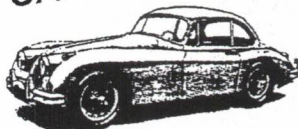
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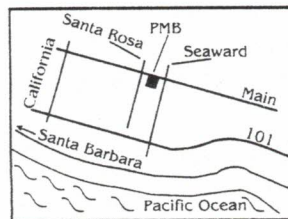
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FOR SALE: '79 MGB, excel cond, garaged/covered, orig owner, meticulously maintained, British Racing Green, "Giving up toy!" \$4950, John: 805-529-3494.

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1995

S M T W T F

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16  
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24  
SUN

CAR SHOW AT WOODLEY PARK RETURNS. SEE FLYER IN NEWS IN NEWS LETTER. OR CALL RICK FEIBUSCH (310)392-6605.

OCTOBER.....

1  
SUN

SAN DIEGO BRITISH CAR DAY AT DEL MAR RACETRACK IN DEL MAR, "WHERE TURF MEETS THE SURF" CONTACT CHAIRMAN RICK QUINN FOR DETAILS (619) 442-2794.

5-8  
THURS-SUN

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6-8  
FRI-SUN

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11  
WED

*NOTE...  
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14  
SAT

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21-22  
SAT-SUN

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28  
SAT

6TH ANNUAL "CLUTCH BURNIN' HILL CLIMB" IN TIME FOR HALLOWEEN! SPONSORED IN PART BY CCT ABCC AT DON GREENE'S HOME. DETAILS TO FOLLOW.

NOVEMBER.....

1  
WED

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5  
SUN

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19  
SUN

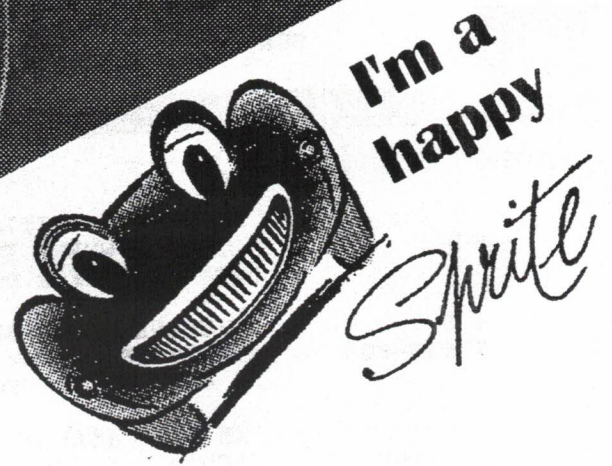
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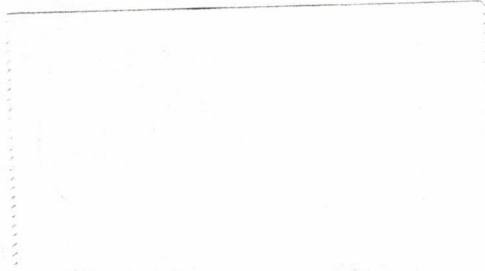




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