

THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB



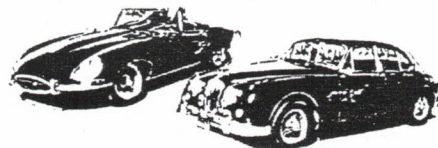
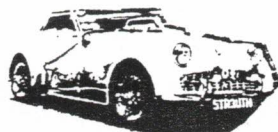
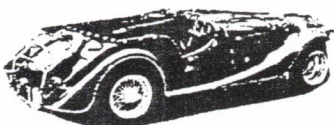
GENERAL MEETING ATTENDEES

OCTOBER 11th 1995

Name	Driving
Howard & Tricia Ashe	'74 TR6
Bob Collins	'74 Jensen Healey
Ton Crawford	Chevy P/U
Bill Czerwinski	'59 Morris Minor
Claudia Diebolt	'91 Honda
Don Greene & Susan Raty	'71 XKE Roadster
Bill Hopper	'87 Jeep Comanche
Jim Karlsen	'89 Ford Aerostar
Ron & Claudio Kibbe	Stock '74 MG Midget
Bob Klope	1969 GM Muscle Car
Ed Lang	with Bill Hopper
Lee Maxwell	'86 Jaguar XJ6
Tim Mikel	'93 Lincoln MK VIII
Harvey & Marilou North	TR6
Dale Peace	'80 MGB
Ellen Quinonez	Honda
Bill & Carol Rogers	TRoyta
Forrest Scott	'88 Aerostar
C Darryl Struth	'85 XJ6
Herman, Helena & Heidi Van den Akker	Chevrolet Van
Donna L Ward	MZB
John Wendling	'79 MGB

VOLUME 12, NO. X

OCTOBER 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	Oct	11
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



Well, another year and another great Triumphest! This year's Triumphest was held at the Riveria Resort and Racquet Club in Palm Springs by S.C.T.O.A. I didn't see any "Racquet" going on there, but I sure saw some "resorting"! Never mind! There were quite a few awards won by C.C.T.A.B.C.C. members. Tom Crawford will mention them in his secretary's report, however, I think there will be several Santa Barbara and San Fernando Valley members that got awards that will be missed. We'll get a full listing next month. Bob & Lynn Klope did a great job on writing the Rallye. This one required you to get out of your car at each check point and find your answer hidden somewhere behind a rock, tree, flag pole or a clump of bushes. My navigator, Paulette, of S.C.T.O.A. said afterwards, "Why we didn't ever yell at one another". (A teacher, you know) - again GREAT JOB - BOB & LYNN.

Attention Triumph Members! At the President's meeting in Palm Springs, it was announced that T.R.S.C. will be hosting 1996 in Big Bear. Desert Center Triumph Register of America, Phoenix, AZ will host 1997 in Laughlin, NV. Guess who's going to host 1998? Your right- US! How about Cambris? The last time we did it was 1992 in Solvang. By that time all you members that own "other makes" could have plenty of time to pick up a Triumph somewhere - just a thought!

Please check our classified ads in the Clear Hooter. There are six for sale right now. While we are on the ads, please do business with the people that advertise with us. They don't advertise just to spend their money - they want YOUR BUSINESS!

It was agreed on at the Board Meeting last Wednesday, that the Club buy videos of past and present Triumphests and show them at club events or where ever.

We have some very good events coming up this month and next, so let's all try to attend. The Lotus West Slalom is booked full- so that's done. On Saturday the 28th is the 6th Annual "Clutch Burnin" Hill Climb at Don Greenes- Susan will be there too! I think we need a \$5.00 donation, because its quite an expense to the club and Don and Susan make it well worth it. Not an EXPENSE, but well worth it.

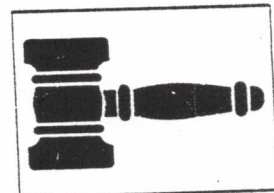
Sunday, November 5th is the "Sixth Annual Douglas Penfield School for the Severely Handicapped/Central Coast Triumphs All British Car Club Teddy Bear Run" Boy - that's a mouth full, but also well worth the effort and attendance. Please see flyer enclosed.

Sunday, November 19, is the Mystery Brunch Run by Daryll and Cindy Clark. See Calendar of Events for time and place. I can't figure out which is the mystery, Daryll or Cindy?? I think it's Daryll.

"Obstacles are things a person sees
when he takes his eyes off his goals"
- E. Joseph Cassman

Keep 'em running,

C. Darryl Clark



P.S. Robert Overacker - to some of us was known as "TR BOB" was a friend of mine and, others in the Club. We will miss him. Bob passed away October 1, 1995.

SECRETARY REPORT

OCTOBER MEETING WAS HELD ON WED. THE 11TH AND BEGAN AT 7:20 PM WITH APPROX. 35 MEMBERS PRESENT. AFTER INTRODUCTIONS, THE FIRST ORDER OF BUSINESS WAS LAST WEEKENDS TRIUMPHEST, WHICH WAS ATTENDED BY A LARGE NUMBER OF CLUB MEMBERS, AND MOST, IF NOT ALL, TOOK HOME WELL DESERVED TROPHIES. CONGRATULATIONS TO WINNERS JON K. ORBIN, JIM MESSINEO, THE KLOPES, THE CLARKS, THE HOPPERS, THE VANDENAKKERS, THE LANGES, THE CRAWFORDS, D. STRUTH, THE MCLHANEYS AND GORDIE, WHO ALL TOOK HOME SHOW AWARDS AS WELL AS THE HOPPERS WINNING SEVERAL FUN EVENT TROPHIES. (I APOLOGIZE FOR ANY MEMBERS THAT I MISSED).

FRIDAY AT TRIUMPHEST BEGAN WITH A DRIVING TOUR INTO THE SURROUNDING COUNTRYSIDE AND INTO THE MOUNTAINS, WHICH LASTED ABOUT 4 HOURS, THEN LATER THAT EVENING A SOCIAL HOUR WAS ENJOYED BY ALL. AFTERWARDS, AT THE SPA, REGALIA WAS PRESENTED TO THE ELUSIVE MEMBERS OF THE BOOT AND BONNET CLUB AS THE STENCH, ER I MEAN PLEASANT AROMA OF FINE CIGARS FILLED THE AIR.

SATURDAYS RALLY WAS ORGANIZED BY BOB AND LYNN KLOPE WHO DID A GREAT JOB, AS THERE WERE NO NAVIGATOR STRANGULATIONS REPORTED. ALTHOUGH IF MY WIFE, TERI HAD A ROPE IN THE CAR, I WOULD HAVE BEEN IN BIG TROUBLE! SATURDAY EVENING WAS THE BANQUET, AWARDS CEREMONY, AND PRIZE DRAWING. ONCE AGAIN, OUR CLUB MEMBERS WON MANY NICE PRIZES, AS WELL AS WINNING A COUPLE OF THE TEN GRAND PRIZES: THE KLOPES WON A CELLULAR PHONE AND TERI AND I WON A WEEKEND FOR TWO AT THE RITZ CARLTON WITH DINING FOR TWO. (SORRY IF I MISSED ANY OTHER WINNERS.)

NEW BUSINESS: DONS 6TH ANNUAL HILL CLIMB AND OPTIONAL CLUTCH BURNING WILL BE THE 28TH OF OCT. AT 3 PM AT HIS HOUSE WITH HALLOWEEN THEME. YOU MUST R.S.V.P.!!!!!! A CLUB MYSTERY RALLY WILL BE ON NOV. 19 LEAVING FROM THE GOLDEN CHINA PARKING LOT. YOU NEED TO BRING SOME KIND OF RICE, DARRYL WASNT REAL SPECIFIC ON THIS..... FRIED OR STEAMED? THE 6TH ANNUAL TEDDY BEAR RUN WILL BE ON NOV. 5 AT 9 AM CHRISTMAS PARTY DETAILS ARE STILL BEING WORKED OUT, PROBABLY DEC. 10 AND IT WILL BE EITHER BRUNCH OR DINNER.

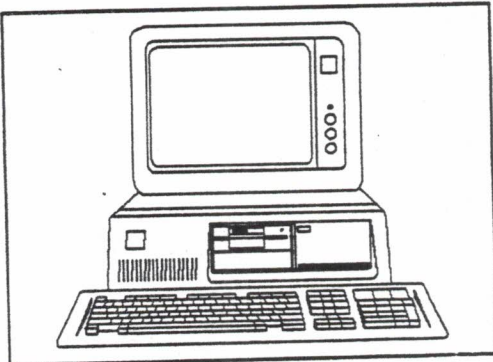
TREASURER REPORT WAS NEXT, WE HAVE 1400.00 IN THE OPERATING ACCT AND 4000.00 IN SAVINGS.

AD CHAIRMAN TIM MIKEL REPORTED 2 NEW ADVERTISERS THIS MONTH, HE IS HOPEFUL . . . IN THE NEAR FUTURE TO HAVE A TOTAL OF 3 PAGES OF ADS. GREAT JOB TIM!

SUSAN SPOKE NEXT AND SAID SHE GOT A LOT OF NEW INPUT FOR THE NEWSLETTER AND PLEASE FEEL FREE TO GIVE HER COMMENTS/ADVICE. ALSO, OTHER CLUBS EVENTS INFO IS WELCOMED.

BOB KLOPE WAS ASKED TO SPEAK ON THE STARLIGHT RALLY, WHICH IS HAVING ITS 25 TH ANNIVERSARY. THEY ARE GEARING UP FOR THEIR FINAL EVENT SO IF YOU EVER WANTED TO RUN IT, YOU HAD BETTER DO IT NOW. CONTACT BOB FOR DETAILS. THE WARM-UP 6 HR. RALLY IS NEXT MONTH, AND IS A GOOD INTRO INTO THE SPORT, I RAN WITH BOB A FEW YEARS AGO AND HAD 1.) A GOOD TIME 2.) A GREAT LEARNING EXPERIENCE, AND 3.) I LEARNED THE VALUE OF THERMAL UNDERWEAR IN A TRIUMPH IN WINTERTIME IN THE MOUNTAINS!

NEW BUSINESS: THE UPCOMING WINE TOUR FEB 9-10 MAY HAVE SOME NEW LOCATIONS, SO KEEP AN EYE OUT FOR DETAILS IN THE NEWSLETTER. THE MEETING WAS ADJOURNED AT EXACTLY 8 PM



EDIT . . . er, THAT'S ME!


My, my...the "Clear Hooter" is finally becoming the newsletter I've been waiting for!

In this issue you will be pleasantly surprised with GREAT ARTICLES, mostly from our very own members! And find upcoming EVENTS and ATTRACTIONS being boasted and hosted for our social enjoyment.

My personal "thanks" goes out to all who contributed to this worthy publication!!!

SO MERRILY PERUSE THESE PAGES & MEET UP WITH US AT ONE OR ALL OF THE MANY EVENTS ON OUR CALENDAR!!!

See ya!

Susan Laty 

LETTER(S) TO THE EDITOR

VENTURA UNIFIED SCHOOL DISTRICT



316 HOWARD
VENTURA, CALIFORNIA 93003
PHONE (805) 641-5496
THE UNIVERSITY CITY OF THE SAN
WILL ROGERS SCHOOL

Sept. 18, 1995

Board Members
Central Coast Triumphs
P.O. Box 503
Ventura, CA 93002

Dear Central Coast Triumphs Board Members,
The staff and students of Will Rogers School wish to thank you for again having your Car Show at our school. Your generous donation will go a long way in helping out the school for those extras that are often so hard get.

We look forward to having you back in 1996 and hope that we can coordinate a student poster contest with your group.

Again, thank you.

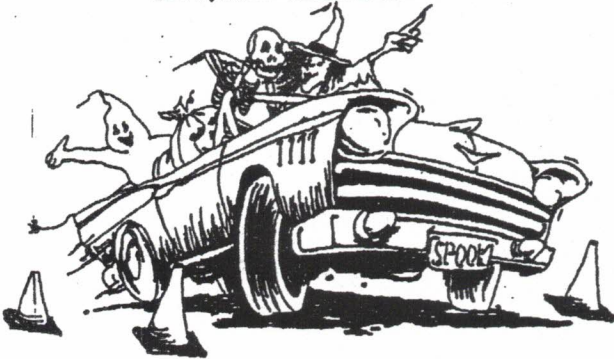
Sincerely,

Jose Montano
Jose Montano
Principal

SNEAK PREVIEW OF UPCOMING EVENTS

CAL POLY SPORTS CAR CLUB PRESENTS
OCTOBERFAST XXIII

Come test your driving skills at our seasons second autocross!
Cal Poly Students first race is FREE!

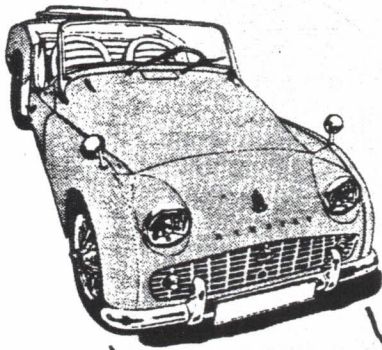


RACE TIME

October 22, 1995 at the Santa Maria Airport
Tech opens 7:00 am. First car out at 9:00 am.
Pretetch 1-3pm. SAT. October 21 in the Cal
Poly Library Lot. (Good question answering time)
For more information call Jen at 544-7838



1995 Event Schedule	
October 22	OCTOBERFAST XXIII CPSCC Championship AutoX
November 11	'Bedroom Puzzle' Rally. Bring: paper, pen, maps, phone book, dictionary...
November 18	CPSCC Championship AutoX
January 7	CPSCC Championship AutoX
February 3	Driving School
February 4	CPSCC Championship AutoX
March 3	CPSCC Championship AutoX



Classic Jaguar Association

unofficial **Fall Meet Notice**

NOV. 17,18,19

@ The Vintage Road Races
in
PALM SPRINGS

Most of us will be staying at the

BUDGET HOST INN

1277 SO. PALM CAYNON DR.
Reservation ph. # (800) 829-8099
Direct Ofc. Ph. # (619) 325-5574
From \$40.00 to \$80.00 per Room

A 3 Day Super Pass will let you in the Auto
Expo, The pits and 3 days of Reserved
Grandstand seating
\$55.00 at the Gate
Regular Daily Pass is \$20.00

**LOTUS WEST PRESENTS :
SLALOM SCHOOL XXVI**

OCTOBER 21&22, 1995 ENTRY FEE: \$55.00/PERSON

THIS IS THE SCHOOL I RAN MY TR3 IN LAST FALL. THE SCHOOL STARTED WITH A MID WEEK EVENING CLASS/CHALK TALK TO INSTRUCT THE STUDENTS IN THE ART OF SLALOM AND TO FAMILIARIZE THEM WITH THE TERMINOLOGY.

ON SATURDAY THE STUDENTS ARE PUT INTO SMALL GROUPS AND ASSIGNED AN INSTRUCTOR. THE DAY IS THEN SPENT ON THE COURSE PRACTICING HOT OVALS AND WORKING THE COURSE.

ON SUNDAY THE SLALOM COURSE IS SET UP AND THE GROUPS PRACTICE AND WORK THE COURSE ALL DAY. ALTERNATING RUN AND WORK SESSIONS.

I FOUND THE SCHOOL VERY INFORMATIVE AND A HELL OF A LOT OF FUN! I ENCOURAGE THOSE OF YOU WHO LOVE SPEED AND DRIVING YOUR CARS TO SIGN UP AND PARTICIPATE. CINDY IS SIGNING UP FOR THE SCHOOL THIS YEAR.

DARYLL CLARK

FOR APPLICATION CALL TOM MINNICH (310)697-0547. APPLY EARLY, THE SCHOOL FILLS UP FAST!

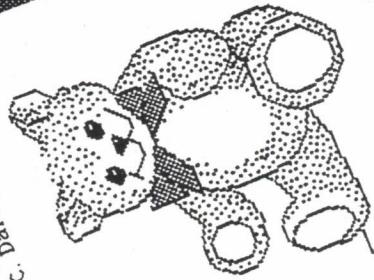
SNEAK PREVIEW OF UPCOMING EVENTS

SIXTH ANNUAL
DOUGLAS PENFIELD SCHOOL FOR
THE SEVERELY HANDICAPPED /
CENTRAL COAST TRIMPHS
ALL BRITISH CAR CLUB
"TEDDY BEAR RUN"
NOV. 5, 1998
9:00 A.M.



What to bring: 1. yourselves
2. Your TR, Morgan, MG
(or whatever bear from each
group of teddy bear around \$10)
3. A new teddy bear to be
brought in by teddy bear and be a
part of an event that will warm the hearts of some grateful
children, as well as your own!

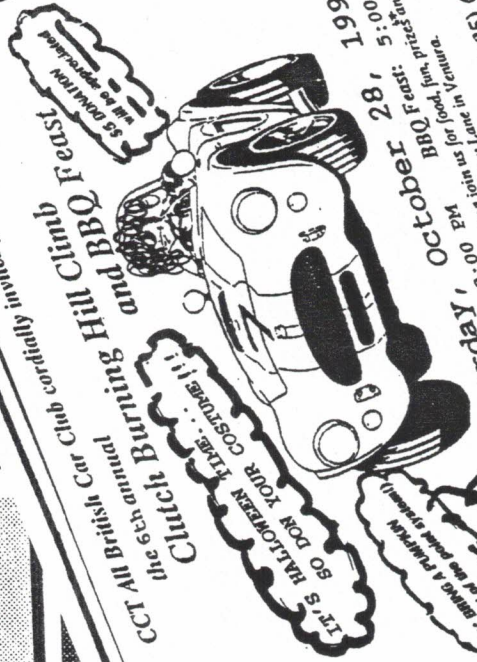
The teddy bears will bring the children as much joy as
Christmas as driving our cars gives us year as much joy as
part of an event that will warm the hearts of some grateful
children, as well as your own!



Meet at Douglas Penfield School, 640 Jazmin Ave., Ventura at
9:00 a.m. For further information, contact Events Co-ordinator
Darryl and Cindy Clark (818) 897-5518 or President C. Darryl Struth
(805) 644-0311.

(SEE FULL PAGE, LOOSELEAF INSERT TO THIS NEWSLETTER)

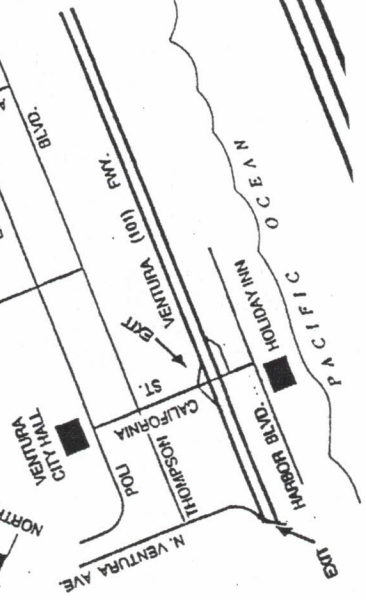
CT All British Car Club cordially invites you to



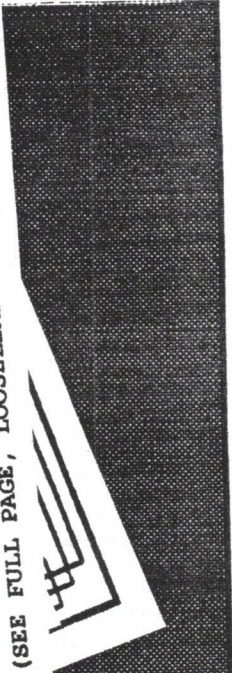
the 6th annual
**Clutch Burning Hill Climb
and BBQ Feast**

Saturday, October 28, 1998
BBQ Feast: 5:00 PM
Hill Climb starts: 3:00 PM
at Don Greene's Estate: 1019 Pacific View Lane in Ventura
Don't forget to bring your party!

PLEASE R.S.V.P. to Don Greene at (805) 652-0330
1019 Pacific View Lane
Starting Line
ST. AM
ST. BIRD

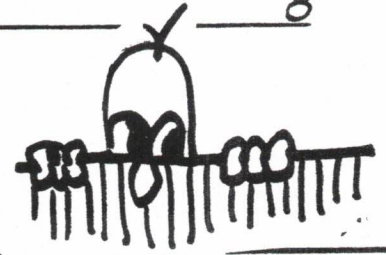


(SEE FULL PAGE, LOOSELEAF INSERT TO THIS NEWSLETTER)



THE CLEAR HOOTER!

SNEAK PREVIEW OF UPCOMING EVENTS



INVITATIONAL ENTRY BLANK CHRISTMAS PARADE

SATURDAY, NOVEMBER 25, 1995, SANTA PAULA, CA
PARADE STARTS 10:00 A.M. (RAIN OR SHINE)

Name of Entrant _____ Phone _____
 Director or Manager _____ Phone _____
 Address _____ City _____ Zip Code _____
 Number in Group _____ Amount of Line-up Footage Required _____

PLEASE COMPLETE THE REVERSE SIDE WITH A BRIEF DESCRIPTION
OF ENTRY FOR THE ANNOUNCER

No Santas
On Floats

COMPETITIVE CLASSES
(Please check correct classifications-indicate order)

THEME: CHRISTMAS MEMORIES

- BANDS**
 21.1 High School Band
 21.2 Jr. High School Band
 21.3 Sr. Youth Band Band
 21.4 Jr. Youth Band
 21.5 Open

- PERCUSSION**
 23.0 Drum Squads
 23.1 Drum & Bell Corp.

- MAJORETTES**
 24.1 Senior Corp. (Ages 14-20)
 24.2 Jr. Corp. (Ages 10-14)
 24.3 Pee Wee (Ages 5-9)
 24.6 Youth Band Connected Corp.
 24.7 Solo

- DRILL TEAMS**
 25.2 Senior (Ages 14-20)
 25.3 Junior (Ages 10-13)
 25.4 Pee Wee (Ages 5-9)
 25.6 Youth Band Connected
 25.8 Tail Flags, Band Connected

- COLORGUARD**
 26.1 Basic
 26.2 Drill (5 or more)

- MISCELLANEOUS**
 26.1 Marching Units: Scottish,
 26.2 Fraternal Organizations, Etc.
 26.3 Novelty

- FLOATS**
 29.1 Civic or Service
 29.2 Youth
 29.4 Commercial

- AUTO**
 30.1 Horseless Carriage to 1925
 30.2 1925-1945 Classic Auto
 30.3 1925-1945 Classic Hot Rod
 30.4 Post War Autos
 30.5 Custom Car Club
 30.6 Antique Car Club
 30.7 Reproduction Autos

- COMMUNITY SERVICE**
 31.3 Drill Team
 31.2 Auto

- EQUESTRIANS**
 Silver Mounted, Open
 Fancy Western Man
 Fancy Western Lady
 Working Western Man
 Spanish Costume, Open
 Matched Pairs, Open
 Indian Lady
 Indian Man
 Mounted Color Bearers
 Mounted Group, Open
 Hitch Drawn Vehicle, Open
 Family Group 3 to 8
 Parade and Fancy Parade Horse
 Novelty Costume, Open
 Arabian Lady
 Arabian Man
 Pony or Horse Rider Western
 12 & Under
 Pony or Horse Rider Costume
 12 & Under
 Charro - Charra
 Ladies Side Saddle
 Charro Group, Open
 English Riders, Open
 Plain Western, Man
 Plain Western, Lady
 Mounted Group, Novelty

I hereby agree that the above is eligible as entered, and to release and hold harmless the management, or any of its members or agents, and/or the owners or managers of the grounds or location where this event is held, from any loss, damage or injury resulting from participation of above entry in this event.

Signed: _____
 If participant is under 18 years,
 parent or guardian must sign: _____

ENTRY RETURN DEADLINE-----NOVEMBER 18, 1995

NOTICE TO ALL ENTRIES
 In order that our announcer scripts may have complete information on your entry we must insist that the following questionnaire be filled out completely before your entry will be considered by the Committee. We hope you will understand that time will not permit us to call each participant individually. Thank you for your cooperation.

SCRIPT FOR ANNOUNCER

Name of Entry _____
 Type of Entry _____
 Number in Group _____ From: (City) _____
 List names of individuals responsible (such as Director, Leader, Captain, Etc.) and give Title:

DESCRIPTION OF ENTRY

Color and style of uniform costume, or other apparel: _____
 Background of your entry-how long formed? _____
 Previous Awards you have won: _____
 Participation in other events within the last year: _____
 Have you ever been in this parade before: _____ If yes, what year? _____
 Did you win an award? _____ What award? _____

Classic Jaguar Association

1995 Annual Xmas Gathering

Sunday Dec. 3

@
 Red Lion Hotel - Orange county
 3050 Bristol St. -405 Freeway & So. Bristol off-ramp
 Costa Mesa, Ca. 92626
 (714) 540-7000 Fax (714) 540-9176

Rooms for the Night @ \$69.00 just mention CJA Dinner party

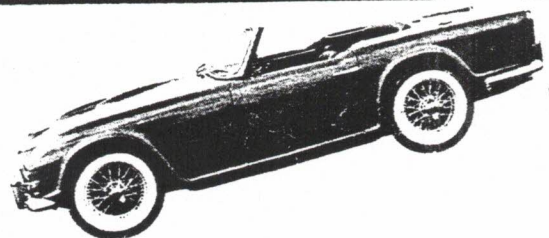
Reception @ 6:00 Dinner @ 7:00

There will be a gift exchange again. Gentlemen bring a man's gift wrapped in GREEN.
 Ladies bring a ladies gift wrapped in RED.

cut or tear on dotted line

Name:	QTY.	TOTAL.
Stuffed chicken Florentine	\$45.00 EA.	_____
Top Sirloin with Zinfandel sauce	\$45.00 EA.	_____
total		_____

Make check out to R. Strever and send to Dick Strever
 @ 3530 W. Garry Ave. Santa Ana, Ca. 92704 B-4 Nov. 25th



PLACE
STAMP
HERE

From:

RON MERSON
 1141 Cummings Rd., #26
 Santa Paula, CA 93060



MAIL IN THIS PORTION
 CUT OR TEAR HERE

SNEAK PREVIEW OF UPCOMING EVENTS



ALL BRITISH CAR CLUB
CENTRAL COAST TRIUMPHS
P.O. BOX 503
VENTURA, CA 93002

CENTRAL COAST TRIUMPHS ALL BRITISH CAR CLUB



Annual Holiday Gathering . . .

DECEMBER 10th, 1995

SUNDAY BRUNCH 10:30am

AT

THE SHOALS RESTAURANT
Cliff House Inn, Mussel Shoals
Hwy 101, 10 miles north of Ventura

SEND IN YOUR RESERVATION SLIP
BEFORE NOVEMBER 24TH !!

Questions? Call Don Greene
805-652-0330



Happy Holidays

Detach and mail Reservation Form below:

PLEASE RESERVE _____ PLACE SETTINGS FOR

(Member's name:)

_____ persons

(Phone:)

SUNDAY BRUNCH ON 10 DECEMBER 1995.

ENCLOSED IS \$15.00 per PERSON = \$ _____

Total

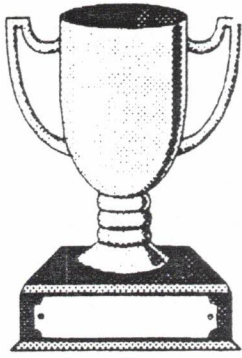
Reservation includes choice of salad and entree, with complimentary dessert and champagne or beverage. Please indicate by number of each:

SALAD: _____ Fruit Plate
_____ Mixed Green

ENTREE: _____ Eggs Benedict
_____ Veggie Omelette
_____ Salmon Filet
_____ Cajun Ahi Tuna
_____ Seafood Cioppino

PLEASE SEND IN COMPLETED FORM WITH PAYMENT BY 11/24/95 TO:
CCT All British Car Club, P O Box 503, Ventura CA 93002

(SEE FULL PAGE, LOOSELEAF INSERT TO THIS NEWSLETTER)



TRIUMPHEST '95

The Silver Anniversary of the Triumph Stag
1970-1995

October 5, 6, 7, 8, 1995

Riviera Resort, Palm Springs, California

CONGRATULATIONS TO CCT ALL BRITISH CAR CLUB
MEMBERS!!



- photo by William Hopper

& THE WINNER IS . . . ED & BERT LANG'S '71 STAG

This beautifully restored STAG took
a GOLD in its class at '95 TRIUMPHEST

... and TRIUMPHEST'S "PRESIDENT'S AWARD"!!

... and at SANTA BARBARA'S CONCOURSE IN SEPTEMBER
took FIRST PLACE in "European Special Interest
Cars, 1971 and Older"

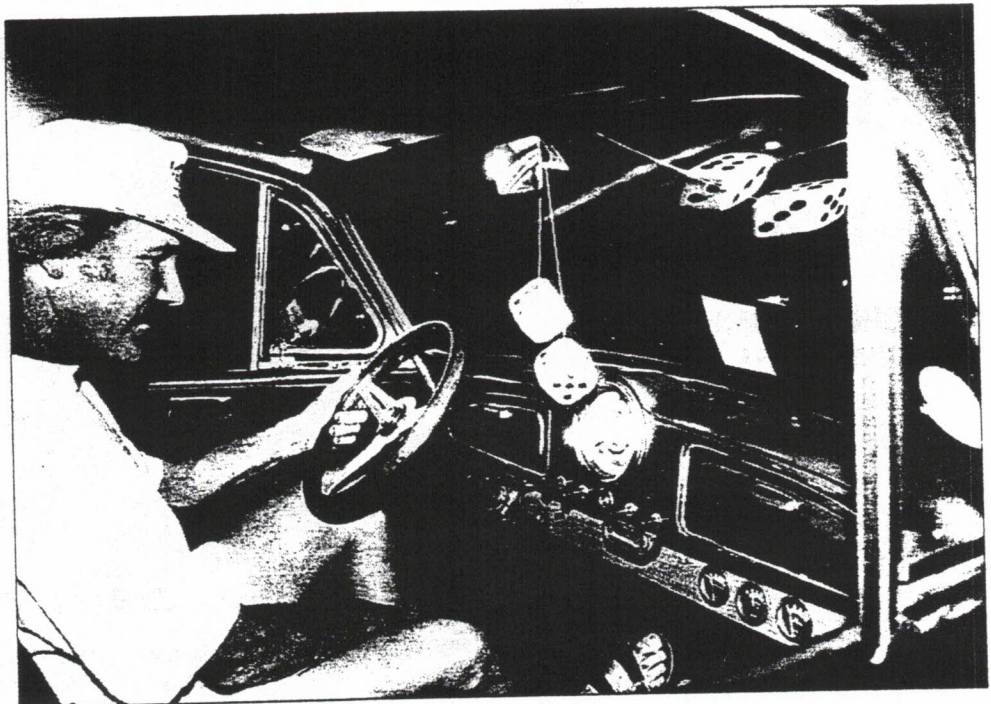
(see Secretary's Report herein for other
Triumphest winners from CCT ABCC!)



"Wild Bill"

Page A-10, Ojai Valley News, (RE-PRINTED)

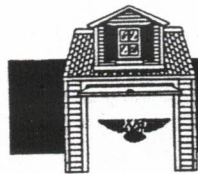
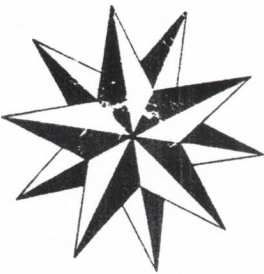
aka Bill Czerwinski
(Member of CCT ABCC)



Cruise Night

BILL CZERWINSKI, of the Backstreet Rods, relaxes in his 1959 Morris "Woody" Traveler during the club's recent "cruise night" at the Gaslight Restaurant. A pre-1960s car is a

prerequisite for joining the club, according to Cruise Night Chair Stuart Gehres. The club meets the fourth Friday of every month at the Gaslight Restaurant. Photo by Paula Pisani



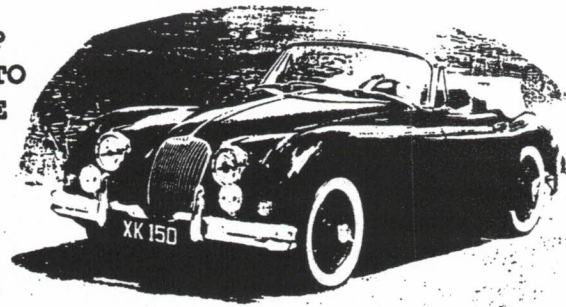
XKs UNLIMITED Open House

EVENT REVIEW

Saturday, Oct 7, 1995 - San Luis Obispo

IT WAS LOADS OF FUN, AS USUAL. THE BBQ TRI-TIP AND FREE FLOWING CHAMPAGNE ADDED A NICE TOUCH TO THE SUNNY AFTERNOON AS WE MEANDERED THROUGH THE COLLECTION OF FINE, OL' JAGUARS. ALL WAS IMPRESSIVE. SUSAN AND I MET UP WITH CCT ABCC MEMBERS TIM MIKEL AND KELLY CONNELL AND OTHER FRIENDS AND ACQUAINTANCES. YOU WON'T WANT TO MISS THIS EVENT NEXT YEAR!

--- Don Greene



Jet skier dies in stunt at Niagara

PARACHUTE FAILS:
Several people filming as Camarillo man falls 180 feet.

From staff and wire reports

A stunt man from Camarillo who tried to ride over Niagara Falls on a Jet Ski and parachute to safety plunged to his death Sunday after his parachute failed to open.

Robert Overacker, 39, went over the brink of the Niagara River's Canadian Horseshoe Falls in Ontario at about 12:35 p.m., as several other people filmed the stunt.

Overacker, a graduate of a California stunt school, had a device strapped to his back that included a rocket for lifting him off the Jet Ski and out over the falls and a parachute that had to be opened manually. The rocket apparently worked but the parachute did not.

Overacker wasn't breathing when he was lifted from the water, and he was pronounced dead on arrival at Greater Niagara General Hospital on the Canadian side of the falls in Ontario.

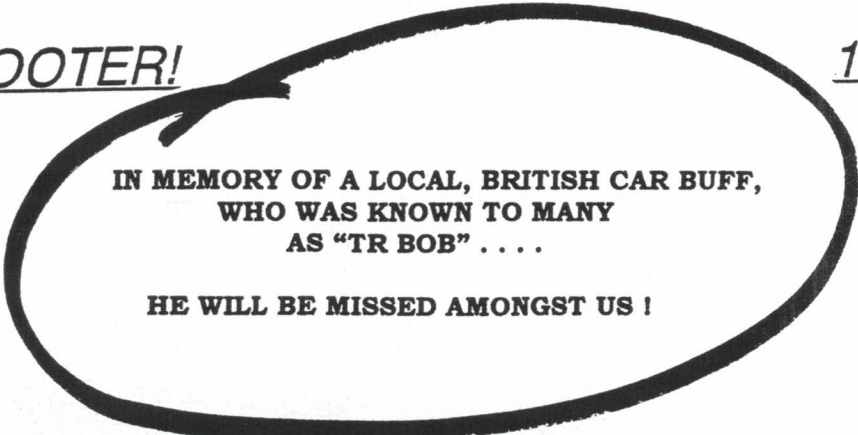
He fell 180 feet to the water below, according to Niagara Falls Park Police dispatcher Tom Detenbeck. "It's like hitting cement," Detenbeck said.

His brother, Michael Zureich of San Antonio, Texas, and friend Christopher Yeomans of Ventura, were at the falls with Overacker. Officers said they were in shock.

Contacted at Zureich's home in San Antonio, Zureich's roommate said Overacker was trying to raise awareness about the homeless.

"(Overacker) is like a daredevil," said the roommate, who

Please see STUNT ...



IN MEMORY OF A LOCAL, BRITISH CAR BUFF,
 WHO WAS KNOWN TO MANY
 AS "TR BOB"

HE WILL BE MISSED AMONGST US !

Monday, Oct. 2, 1995 WC The Star (RE-PRINTED)



The Associated Press

PROTEST PLUNGE: Camarillian Robert Overacker, 39, put signs on his Jet Ski sometime before a stunt ride Sunday over the Niagara River's Canadian Horseshoe Falls that resulted in his death.

STUNT: Camarillan in fatal fall

Continued from A1
 did not wish to be identified.

"He called a local news station before the jump and made a statement about the homeless."

Overacker's Jet Ski wore a sign reading "Save The Homeless." Police don't believe he was affiliated with any organization.

Officials said Overacker had a wife named Laurie, but they did not know if she lived in Ventura County.

The Jet Ski was still at the base of the falls Sunday afternoon near the spot where a fiberglass barrel ended up in June when two people

went over the falls. Steve Trotter of Fort Lauderdale, Fla., and Lori Martin of Columbus, Ga., survived and faced up to \$10,000 in fines.

Fourteen people have survived plunges over Niagara, and Overacker is the fifth person to die since 1901, according to the Niagara Falls Parks Commission.

"I hate to see these stunters try things," said Lawrence McGinn, the assistant general manager for Maid of the Mist, which sent a boat out to recover the body. "I think the falls is going to win most of the time."



ALL BRITISH CAR CLUB

CENTRAL COAST TRIUMPHS
P.O. BOX 503
VENTURA, CA 93002

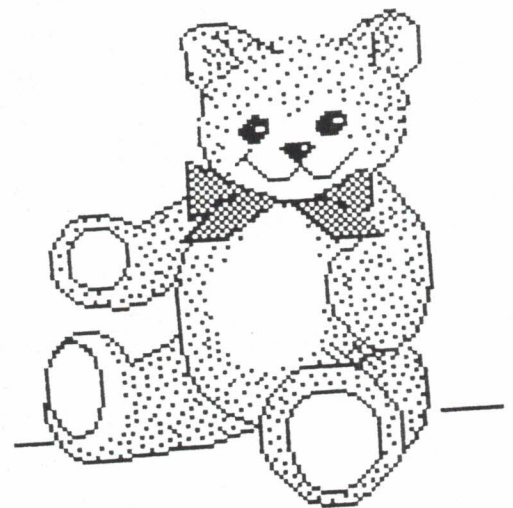
SIXTH ANNUAL
DOUGLAS PENFIELD SCHOOL FOR
THE SEVERELY HANDICAPPED /
CENTRAL COAST TRIUMPHS
ALL BRITISH CAR CLUB
"TEDDY BEAR RUN"
NOV. 5, 1995
9:00 A.M.

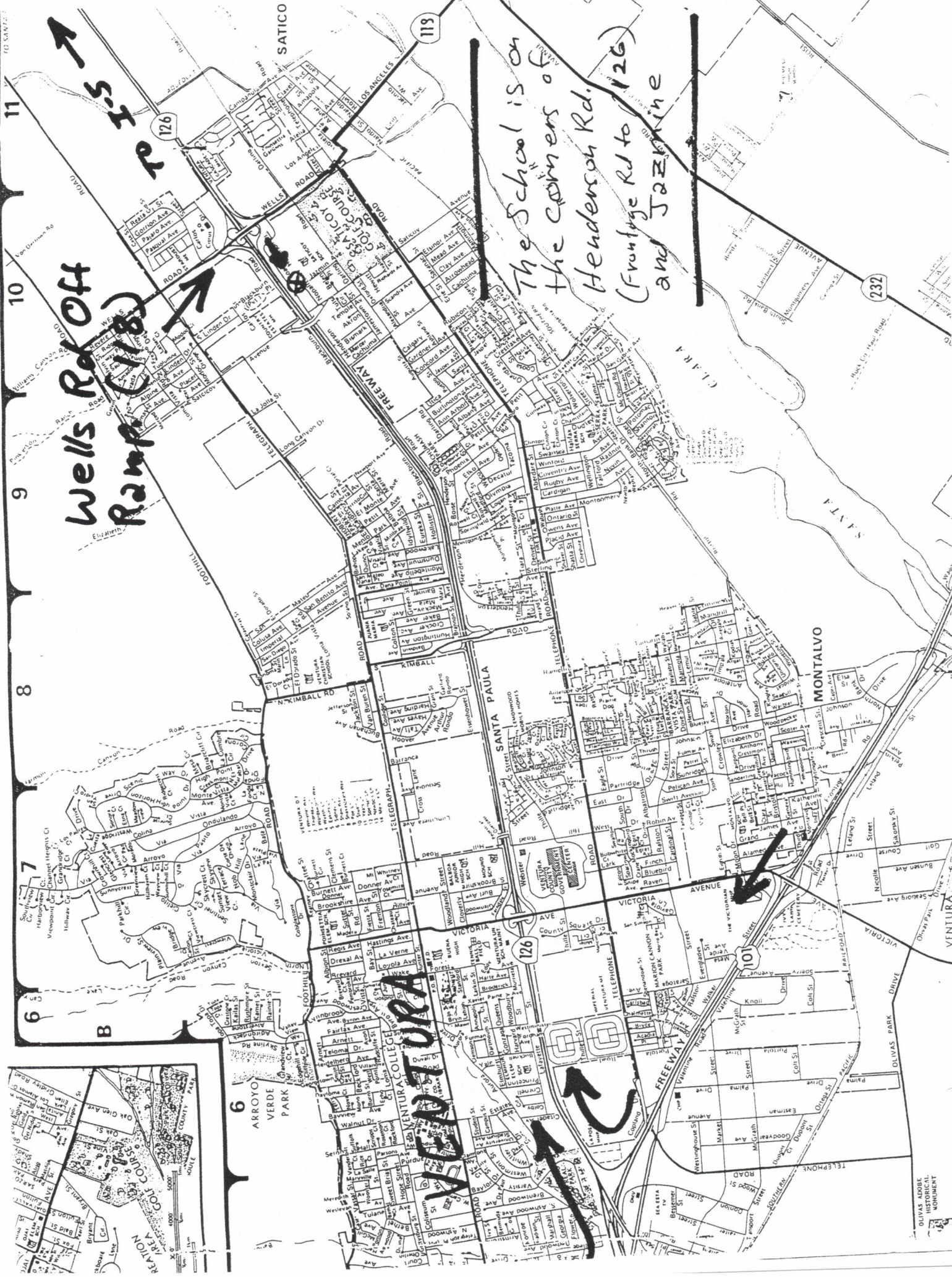
Come join Central Coast Triumphs All British Car Club and other British Car Clubs in bringing some Holiday Cheer to the students of Penfield School by donating a new teddy bear! We will enjoy a scenic morning fun run and finish at a restaurant for brunch.

- What to bring:
1. Yourselfes
 2. Your TR, Morgan, MG
(or whatever is running)
 3. A new teddy bear from each
person in the car
(cost of teddy bear around \$10)

The teddy bears will bring the children as much joy at Christmas as driving our cars gives us year round. Come and be a part of an event that will warm the hearts of some grateful children, as well as your own!

Meet at Douglas Penfield School, 640 Jazmin Ave., Ventura at 9:00 a.m. For further information, contact Events Co-ordinator Daryll and Cindy Clark (818) 887-5518 or President C. Darryl Struth (805) 644-6211.





Wells Rd Off Ramp (118)

The School is on the corners of Henderson Rd. (Frontage Rd to 126) and JAZMINE

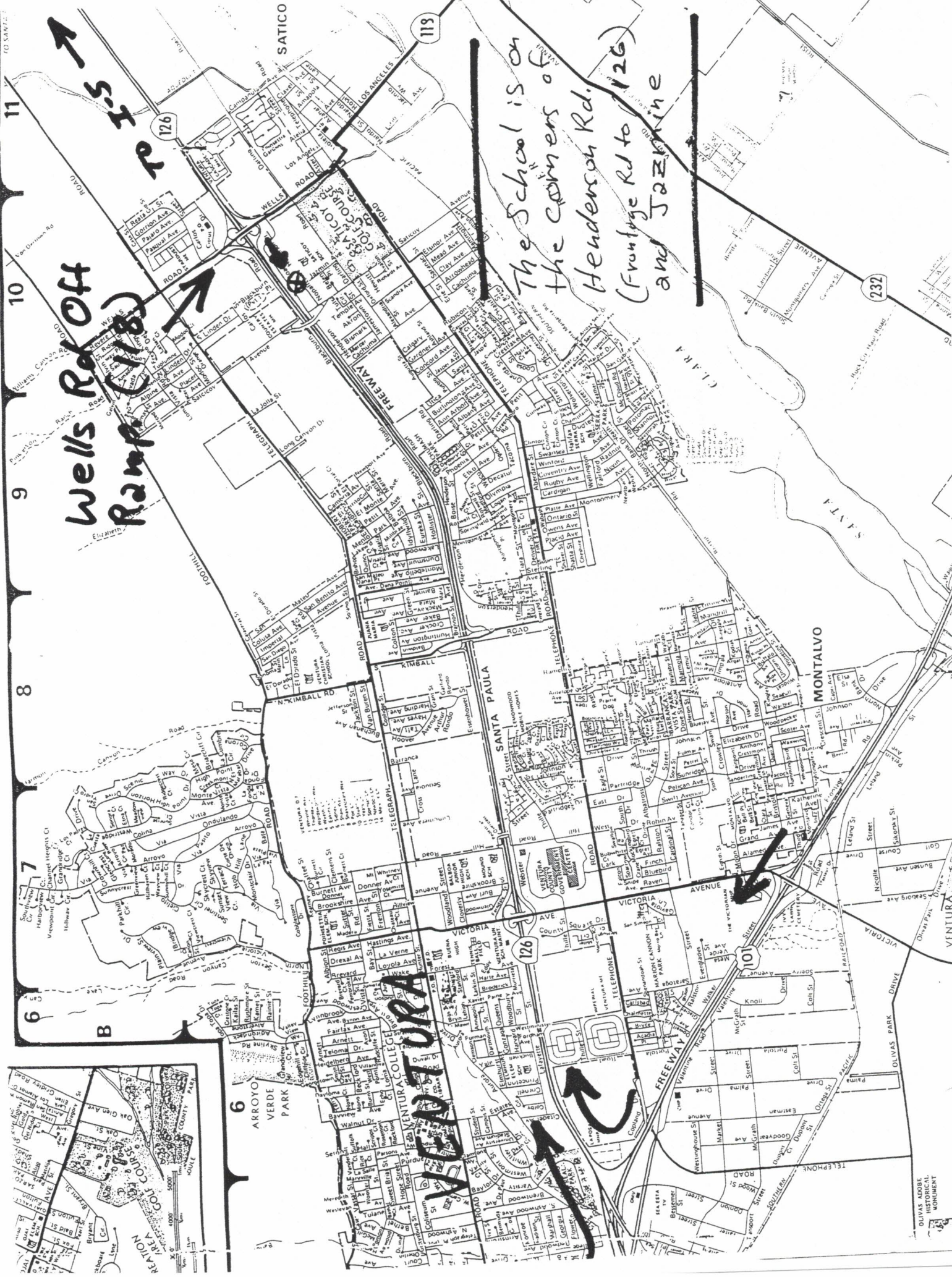
VENTURA

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OLIVAS ADOBE HISTORICAL MONUMENT



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the 6th annual

Clutch Burning Hill Climb and BBQ Feast

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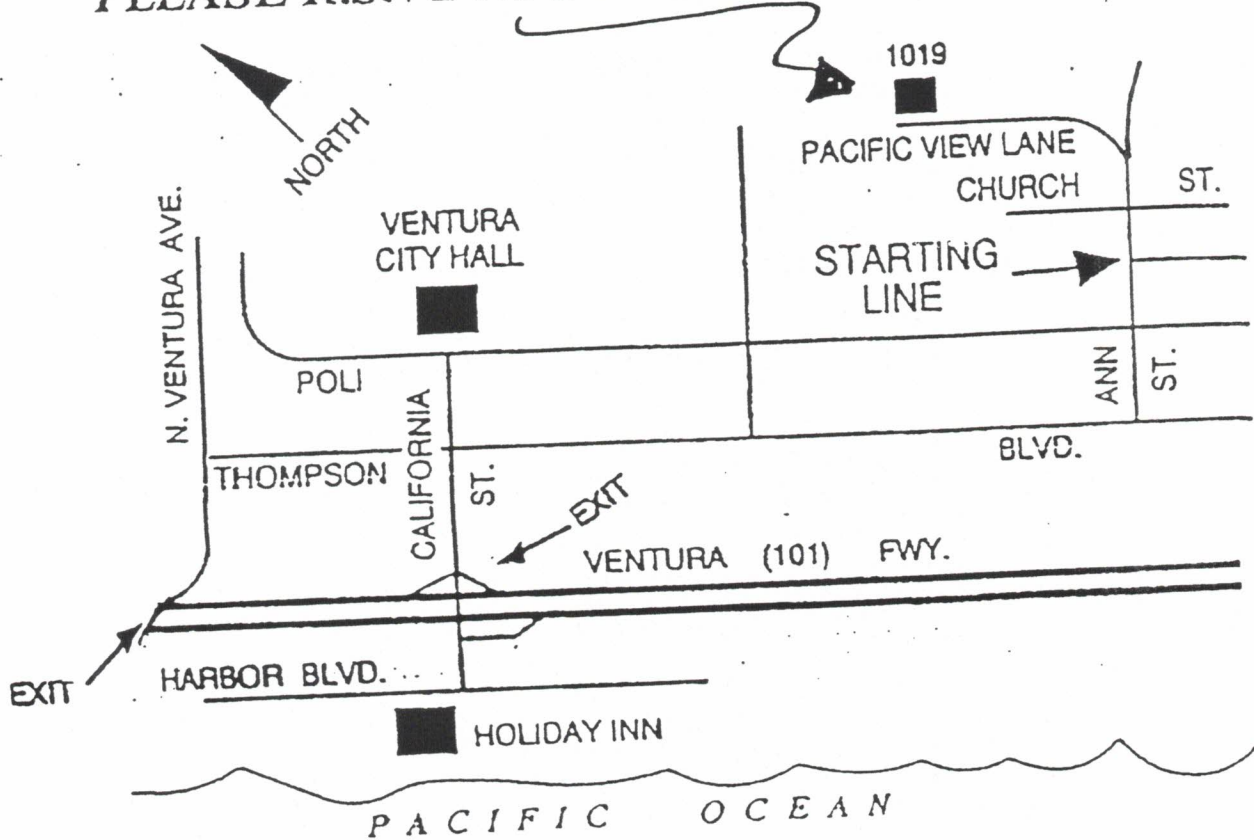


Saturday, October 28, 1995

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



STORY TELLING TIME

Monument Valley

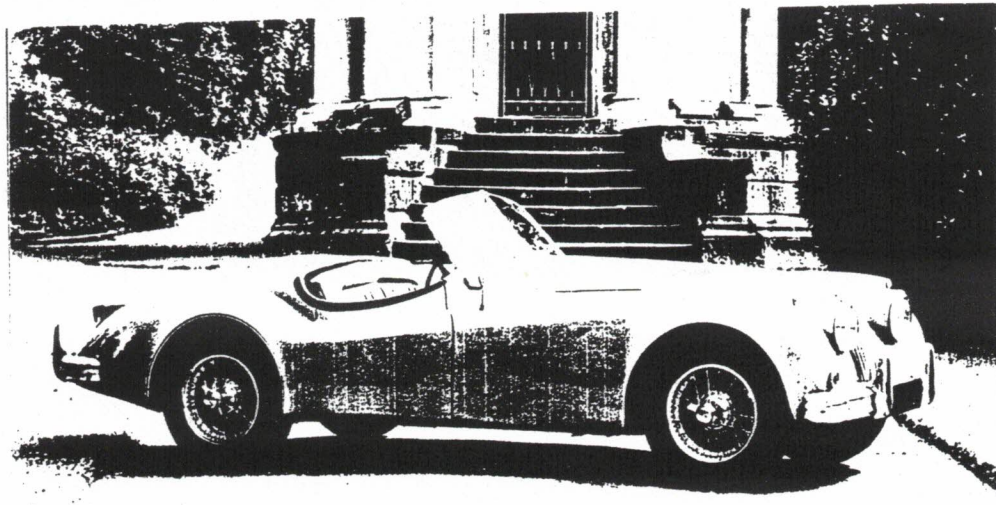
by Howard Ashe

Adventure doesn't usually come find you on your living room couch. Typically you have to make the first move. And for we, the privileged few of British car ownership, that next adventure is only as far away as the garage. Providing of course, that the car is running. You want real adventure, real excitement, a chance to meet new (and unusual) people? Get off the couch, go to the garage, fire up the XK/TR/+4/B and do a road trip. That's where you can really pit your vast mechanical skills against the elements, and sometimes come home under your own power.

This particular open road adventure, while involving a Jaguar XK140MC Roadster, does not include the obligatory breakdown. (Strange I know, but follow along). Roaring through Monument Valley on a fine afternoon in October, the top down, the Jag running as smooth as a Toyota, I thought to myself, "Why don't I do this more often?" "The car doesn't run more often" came the reply. None the less, the open highway, the warm desert air, the fantastic scenery, I knew I was right. All I have to do is figure a way to combine more time off, with more income.

Well now that we're deep inside the Navajo Reservation, I began to notice a roadside anomaly. A vision in the distance soon became a sign that read, "Indian Pottery Ahead". A mile or so went by and sure enough, there beside the road, was a home-built wooden stand, and Indians were in fact, selling pottery. "OK" I thought as I sped by. Soon there was another sign, "Indian Blankets Ahead". "Hmmm", I thought. And pretty soon, you guessed it, there was another wooden stand and there under the stand were Indians selling blankets. "I'm starting to catch on" I thought as the wake from the Jag blasted the blankets nearly off the racks. Well it wasn't but another two miles or so when a third and final sign loomed out beside the road, and this sign read "Indian Weavers Ahead". I had no sooner finished reading the sign when all of a sudden, out of a side dirt road that met the highway at an angle, came a '52 Chevy pick-up careening onto the road, tires squealing, dust flying, crossing over the center line then back to the right shoulder, and then, with all of the half dozen Native American male occupants holding their Bud bottles tight and issuing a few timely war whoops, the Chevy semi-straightened out and proceeded wandering down the highway toward Kyenta and I knew at once the signs were right again. There were the Indian Weavers. (True story).

8/95



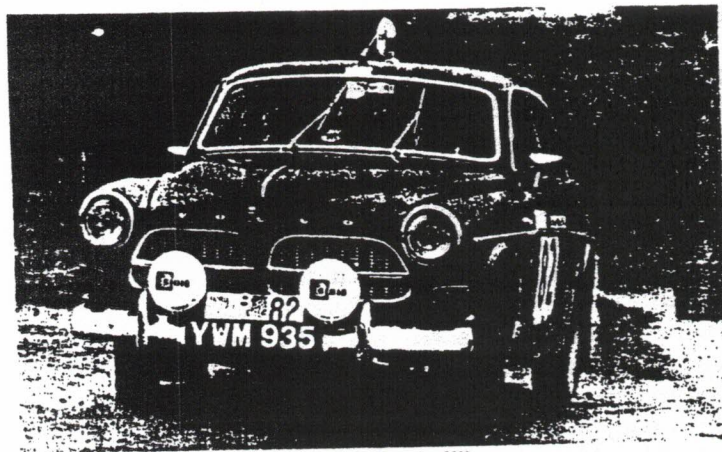
YOU ARE ABOUT TO ENTER THE WORLD OF HISTORIC CAR RALLYING (held in the United Kingdom). NEWS CLIPS, ARTICLE AND PHOTOS COMPLIMENTS OF BILL ROGERS, ONE OF THE RALLY PARTICIPANTS AND A NOTABLE MEMBER OF CCT ABCC

TRAVELING TALES

RALLIES 33

HISTORIC RALLYING

Frank takes hardest Targa



ONCE again, Frank Fennell and Kevin Savage were in unboatable form in their 122S.

Frank Fennell and Kevin Savage took their second successive victory on what was widely regarded as the toughest Targa Rusticana since its revival as a Historic event.

The Anglo-Irish Volvo crew cemented their victory with a superb performance on the night section, which they cleaned apart from the sting in the tail through Crychan Forest.

Many others found the night leg

between Lampeter, Carmarthen and Llandrindod Wells, to be much harder, but experience told, Neil Wilson/Hywel Thomas taking second in a Porsche 356, while Paul Merryweather/Brian Thomas were third in an MGB and Geoff Awdc/Peter Ward made up for last year's accident with a good fourth in their MGA Coupe.

Innovations on the OUMDC's event, aside from the increased forest mileage, included a night test

at the United Counties Showground in Carmarthen.

- 1 Frank Fennell/Kevin Savage (Volvo 122S);
- 2 Neil Wilson/Hywel Thomas (Porsche 356);
- 3 Paul Merryweather/Brian Thomas (MGB);
- 4 Geoff Awdc/Peter Ward (MGA);
- 5 Arthur Sanson/Robert Ellis (Cooper S);
- 6 Martin Neal/Mick Briggs (Midgnt);
- 7 Paul Pestocci/Lee Vincent (Lotus Cortina);
- 8 Richard Hudson-Evans/Steve Suckling (Austin-Healey);
- 9 Dave Whitlock/Ernie Waldron (Cooper S);
- 10 Paul Channon/Robin McClachlan (MGA).

Monty's got Norse sense!

Monty Karlan grabbed a clear victory on the Historic section of the Ostfold Rally in Norway recently, driving his Tuthill-tuned Porsche 911.

Second place fell to another Por-

sche driver, the Swede, Kjell Gudem, a minute in arrears.

The Tuthill machine will be handed to the reigning European Historic Champion, Ake Anderson, for the forthcoming

KNA Club Challenge, which includes driving tests and regularity sections, before returning to Britain after the final round of the Norwegian Championship for the Miller Oils RAC Historic.

SHORT WEEKENDERS

Northern jewel

This year's 40th anniversary Illuminations Rally, sponsored once more by Pye Motors, will include a separate event known as the Ruby Run, designed to appeal to old road rally crews.

It will consist of most of the Saturday portion of the route of the main event.

Dubliner Frank Fennell is expected to return with Kevin Savage, but is threatening to bring his Cooper S to challenge the local Mini men rather than his usual, highly successful Volvo.

More details of the main rally are available from Phil Senior (tel: 0141-260-9588), and of the Ruby Run from Ian Wright (tel: 01524-24626).

Chip off the old block

Sixty crews will gather at Harry Ramsden's Fish Restaurant in Cwstaley this Sunday for the Ilkley 100-mile Historic Rally.

The Imp of Mike and Anthony Weston will lead crews away at 10.00, but they face a number of tough opponents, including veteran Bob Bean (Lotus Cortina), who is partnered by one of the top local navigators, Paul Burns, and the Class C Speedsport Design Championship leader, Adam Crowton, in his Anglia, not to mention Julien Lucking's Saab 96.

Spectator information for the daylight Yorkshire event will be available at the start.

Targa Rusticana

Flying Fennell

Frank Fennell and Kevin Savage emerged from the 24th Targa Rusticana, claimed by most competitors to have been the toughest and best Historic version yet, as the overall winners in their Volvo 122 for the second year running, ahead of the Porsche 356 of Neil Wilson and Hywel Thomas - arguably the finest pair of navigators in one car.

Navigated by Brian Thomas, Paul Merryweather notched up third in the Safety Devices Historic Challenge, in an MGB. Not only were they delighted at what they reckoned was their best road rally finish but, as the highest-placed championship contender, Merryweather retained his series lead over Richard Hudson-Evans (Austin-Healey 3000). After nine rounds of the series, things couldn't be closer, just two points separating the pair.

Once again, the OUMDC's organising team excelled itself, the event boasting no fewer than 120 cars at the start in Llandrindod Wells. The Saturday route comprised around 160 miles, starting with eight open and flowing tests at the Royal Welsh Showground in Builth Wells and continuing with more tests and regularities that brought the field to a supper halt in Lampeter by early evening.

From Lampeter, the night leg commenced with another regularity via Brechia Forest, followed by traditional time controls to Llandoverly and on through Crychan Forest to return to Llandrindod Wells. Unremitting pressure plunged many crews into disarray, whereas Fennell/Savage cleaned the entire night section aside from Crychan! The event re-started on the Sunday morning for more tests at the Royal Welsh Showground with the traditional finish and concours along the lakeside at Llandrindod.

The leaders at the start of the Saturday day leg were Paul

Loveridge/Graham Ford, but they were soon forced to retire when a wheel bearing on their Mini started to break up. Paul Wignall/John Brown departed the fray when their Talbot succumbed to dental problems - a missing tooth on a crown-wheel and pinion - when leading on handicap.

Amongst the bizarre retirements was that of Wally and John Wright, who went off-route down a doubtful-looking white and got their A40 firmly stuck in the mud. After suffering a farmer setting his dogs on them and a national organisation's recovery vehicle unable to haul them out, because it was towing a colleague's broken-down recovery vehicle, the pair finally arrived back at Llandrindod in time for breakfast.

Whilst such tales are the stuff of rallying, Tim Kemp/Bob Beales chose an altogether different approach, retiring their Jaguar Mk 2 on Saturday and repairing to a nearby pub for lunch!

"It was a tremendous, super event, I particularly like forests and the roads used, apart from one short (100-metre) section, were all smooth. I also liked the fact that the organisers had minimised the need for reversing on the tests. This not only meant that we weren't beating hell out of the car, but made the tests much more enjoyable," said Merryweather.

Ian Shapland

- TARGA RUSTICANA
- 1 Frank Fennell/Kevin Savage (Volvo 122S) 2371c;
 - 2 Neil Wilson/Hywel Thomas (Porsche 356) 2878c;
 - 3 Paul Merryweather/Brian Thomas (MGB) 2228c;
 - 4 Geoff Awdc/Peter Ward (MGA) 3097c;
 - 5 Arthur Sanson/Robert Ellis (Cooper S) 3242c;
 - 6 Paul Pestocci/Lee Vincent (Lotus Cortina) 3274c;
 - 7 Richard Hudson-Evans/Steve Suckling (Austin-Healey 3000) 3281c;
 - 8 Dave Whitlock/Ernie Waldron (Cooper S) 3306c;
 - 9 Paul Channon/Robin McClachlan (MGA) 3432c;
 - 10 Wynne Jones/Dan James (Anglia) 3800c;
 - Paul Hester/Neil/Mick Briggs (Midgnt) 3255c.

Bullnose Rally

Biss cleans up

Mike Biss/Cath Woodman proved untouchable on the Bullnose Rally, turning in the only clean sheet of the night to win by seven minutes.

The Oxford MC event was one of contrasts. At petrol many crews

instructions which turned out to be considerably more devious. The "saw" yellow on the old airfield at Chedworth was soon to go into the equation - said yellow is four lanes wide and appears to end in a fence. About 1000 cars found this out.

1995 Targa Rusticana Rally Report - Car #38

Bill Rogers

Last month's Clear Hooter gave a little background on the event for cars built before 31 Dec. 1966. Inquiring minds may well ask, "Why on earth would he go all the way to England to do a rally?" So here goes; Peter Valentine and I learned to rally together as teenagers and by the mid-sixties, when I emigrated to the States, had lead the London Counties Rally Championship and were competing at the National level as a team and the International level as navigators. About 10 years ago, Europe and primarily the English, became interested in recreating the "Golden Age" of rallying (1957-1967) - precisely our era. We both had had Minis, so Peter started to restore and build rally-prepared Cooper S's. The car I have, "AUN" is his second and we used it on the Belgian Historic rally in 1990. His third and current car, "CNX" is a 1275S with everything including plastic windows, and is as well prepared as any works car. The last time Pete V and I did a rally in Wales, on the most challenging roads in the UK, was in 1965. Peter's son, Michael, built a 970S and planned to navigate it for another old friend, Peter Gilbert. Peter G is the person who took the video of the Belgian rally that many of you have seen at the CCT rallies we run in March; and he was to start one minute behind us. The Targa represents the closest duplication of events of that time and Peter has done several, so when he invited me to drive this year I could not say no.

Carol and I went to the UK and Ireland for a vacation and arrived back at Peter V's on the Wednesday prior to the event. Thursday was spent in final preparation- adjusting belts and lights, adding name signage, a new alternator for Michael's car etc. Friday, we loaded the car on a trailer for the 200 mile trip to Wales; CNX would be towed behind Peter's BMW, while Michael's car would be driven. This went off uneventfully, and we arrived in Landod (Welsh slang for Llandrindod Wells) in time to check in to a B&B, calibrate the Brantz 1/100 mile digital trip, sign on and complete scrutineering. This entailed license inspection, a stringent noise check, safety and authenticity inspections, and the highlight of any speed event - sticking racing numbers on the doors and rally plates front and back. The 120 car entry ranged from a '30's Alvis and a gorgeous Chrysler, to '60's Morris Minors, Cortinas and a Ford Falcon Sprint, MGA, MGB, TR2,3,4, Sprigets, Big 'ealys and foreign stuff like Porsche 356 and Volvo 122S. There were 17 Mini Coopers and everyone ran together in their own class to equalize performance. Then back to the hotel for dinner and a night's sleep prior to our 11:06AM start.

The first competitive events were four autotests around the roads and parking lots of the agricultural show grounds, to be completed twice. The car started to get hot as we sat in lines waiting our turn, but it never boiled. A few tests in, we picked up a heavy vibration; it went away a short time later; but at the end of the test a marshal came up and handed us a wrench that had fallen out of the engine compartment. Pete recalled losing it while working on the car a few days earlier. Good Luck #1. On the tests, we tried to be accurate first, make sure I stopped astride lines, and then fast to minimize penalties. British law requires that no average speed faster than 30 m/h can be required, so complex navigation became the norm, with map references, straight line route cards, etc. all to be plotted on the move; basic timing is to the minute. Road sections were interspersed with tests and immediately after one of these we had the left rear go down. The valve stem was missing, but with two spares (different from the Yokos that were on the car) this was not a problem and was changed quickly. Good Luck #2.

contd...

Page -2-

One test was on a rough gravel road in a forest with the first regularity section (variable average, timed to the second) immediately after it. We noticed that the Brantz trip was not working, so I jumped out again and saw that the connector to the pickup had shaken off. Reattached, everything worked fine and we were able to hit controls close to time (but not as close as Bob Klope and Tom Culbertson!). Good Luck #3. In the middle of the third regularity, the Brantz stopped working again. I leapt out again, but this time everything was connected, so I wiggled all the wires, terminals and bits but nothing but zeros. It stayed that way for the rest of the event. Big Bad Luck #1. Our only option was to follow someone else, preferably someone we knew to be capable. Following this strategy, we lost a minute but tucked in behind #40 and hung on. Peter saw a distance listed on the route card and used it to calibrate our speedo odometer. This was hopelessly inaccurate due to our lower final drive ratio and it turned out to be 22% off. Now we had a way to continue even if it was imprecise.

The two hour break for supper and fuel prior to the dreaded 130 mile night navigation section was spent by the navigators plotting a dizzying array of map references. The actual route and approach directions to controls was to come through the window later. Quite soon they took us into the forests on gravel logging roads still at the 30 m/h average and things got tight. Since forest roads became popular after I left the UK, I have had little experience on gravel in competition and I began to learn - fast. We began to catch slower cars, driving right up behind with full heads and spots so that they got the message that we were serious about getting by. Usually we had to wait for the next junction but everyone pulled over as soon as they could. Mini # 49 flew by us, but 4 corners later we caught him, pulling off with a flat right front and the side pushed in. There were several hairpins that were impossible without backing up; we made a few wrong slots; we could not read the small trip accurately in the dark, pitching car and we were soon losing time. Peter G began to catch me but then disappeared. I made a mistake, needing a couple more feet of road and we did a wall-of-death right turn on the bank; from where I sat, the car did not look bent but it sure felt funny, especially in a straight line, but was OK in loose corners. Bad Luck #2. We had no time to check anything and the car seemed driveable so we pressed on at a slightly reduced speed; luckily there were very few straight pieces of road.

A fuel stop appeared but we had enough and used the time to plot; you are only allowed 30 minutes of total lateness before being excluded. As the first and second gear work took its toll, and the miles went by, Pete said "You know we are not going have enough fuel to finish". I can't think of anything more demoralizing to tell a driver, and I slowed down 10-15 m/h. Bad Luck #3. We asked each marshal we came to if they had spare fuel. No luck. One offered his tank if we had a siphon. No siphon. Finally one of the many spectators said "We have some back at the farm". "How far?" Pete asked. "About a hundred yards down that track" was the reply. He jumped on his Honda 3 wheeler and shot off down the track with the Mini in hot pursuit. His 5 gallon can had about 2½ gallons and he tipped it in. I reached for my wallet- nothing but £20 notes (\$30), so I gave him one. His mother offered change, but I said "Look, I came all the way from California to do this and you saved my ass; you earned it." and we roared off. Good Luck #4. We lost another 5 minutes and dropped to within 6 minutes of our allowable lateness.

As we headed into Carmarthen for the final fuel stop, we saw the white Mini #39; Peter G and Michael flagged us down. They had hit a post and pushed the left front radius arm and fender back. They also had electrical difficulties and were out. It turned out that the oil cooler had cut

contd...

Page -3-

into the starter cable and it shorted out the battery every time they hit the starter switch. They eventually drove it back to Landod using a flashlight. We pressed on, getting the hang of it now and much more relaxed without worrying about Peter G breathing down our necks. We were waiting a few seconds at controls and getting our times. Suddenly we turned out of the forest onto a nice paved road and the tough bit was over. It was 3 AM; a 20 mile main road run took us back to Landod where we could catch 4 hours sleep. Boy, that car felt really strange at road speeds. We checked in and got a few seconds back where a marshal had not booked us in correctly.

All that remained Sunday morning was a return trip to the fairgrounds for 3 more tests then back to Landod for the finish and a Concourse by the lake. At breakfast we decided not to mess with the car since it would handle in the tight turns of the tests, but another driver came in from the car park and said "Your right rear is flat". Sure enough we had picked up a nail and were able to put on the second spare before heading out for the morning tests. Good Luck #5.

The tests were soon over and back at the lake we were able to jack up the car and check out the damage. The steering arm was bent about $\frac{3}{8}$ in. resulting in about $\frac{1}{2}$ in. toe out, the hub nut was loose and both spotlight lenses and support stays were cracked. With advice from the assembled competitors, we aligned it by eye since Michael's car would need the trailer and CNX would have to be driven home. A tough event with navigation as difficult as anyone could remember was the consensus.

We returned to the host hotel to check the results, check the bar and eat the buffet lunch as the results were announced and the awards handed out. We ended up 15th overall and 4th in the Mini class. We were given awards for best foreign entry and for coming the furthest.

As you can tell, rallying is adventure. You prepare as well as you can and then set off into the unknown to pit your wits against those of the organizers, and use what you have to overcome events. Most rallies are not as eventful as this one, but it did prove that it is possible to go back to the past, even if only for 24 hours.

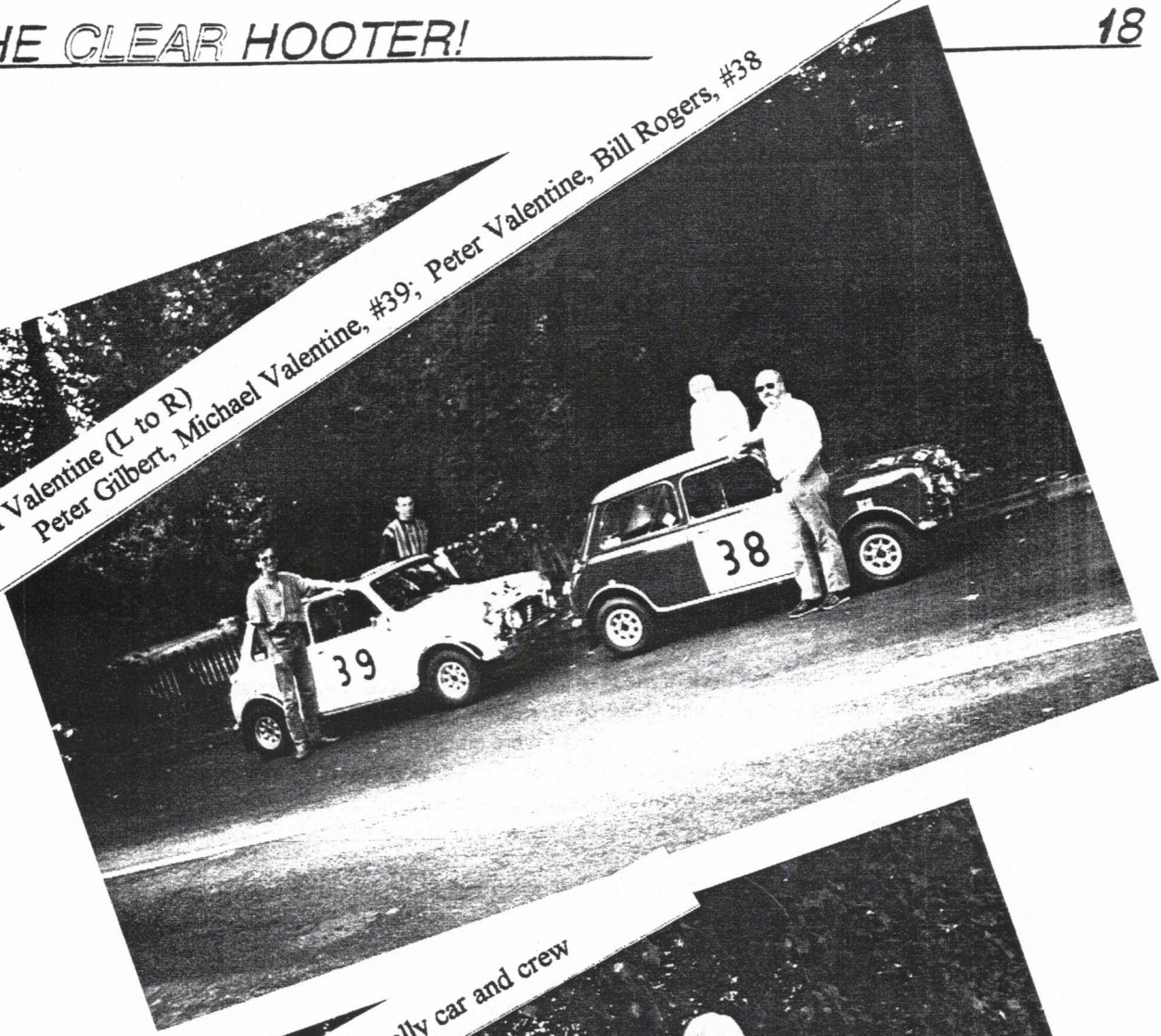
P.S. FAX from Peter V:

It was great rallying with you again, as always, and I personally thought this was better than the Belgian event. Much more like our sort of rally.

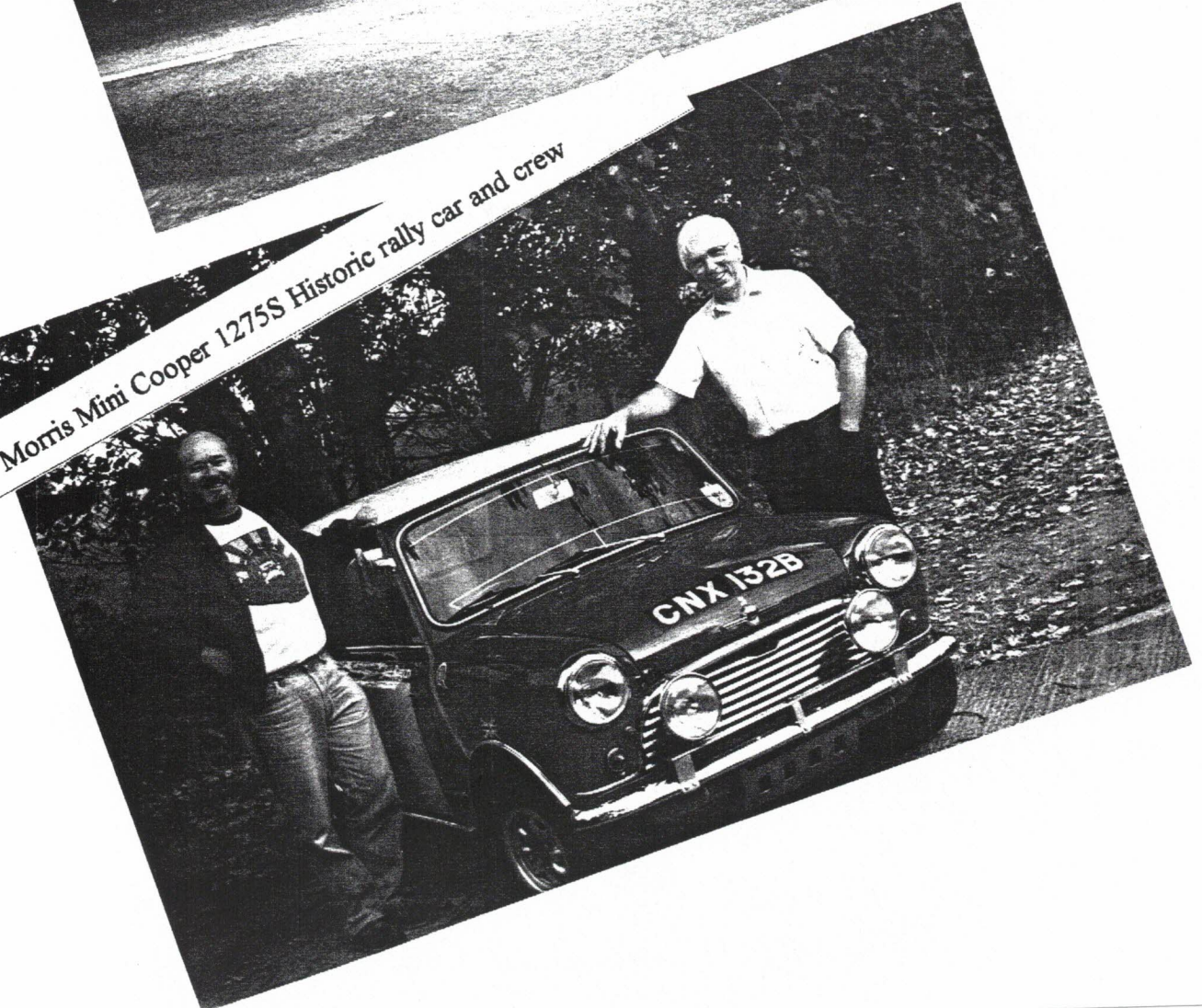
The good news, or bad news depending on one's point of view, is that there was a mistake in the results which neither the organizers nor I spotted. During the night regularity when we couldn't see the trip, we were incorrectly booked in 8 minutes late at one intermediate regularity control and then 8 minutes early at the next. Hence an error of 960 marks against us. Therefore, our true position on scratch was 5th overall, first in class - that's more like it! Without our fuel, trip meter and steering problems I think we could have made third so we were really on the pace after all. My only excuse for not spotting the error is age. I really can't remember ever failing to check every page of the results and I thought that I'd checked each one against my own figures. Never mind, we really did do well after all. ■

1.

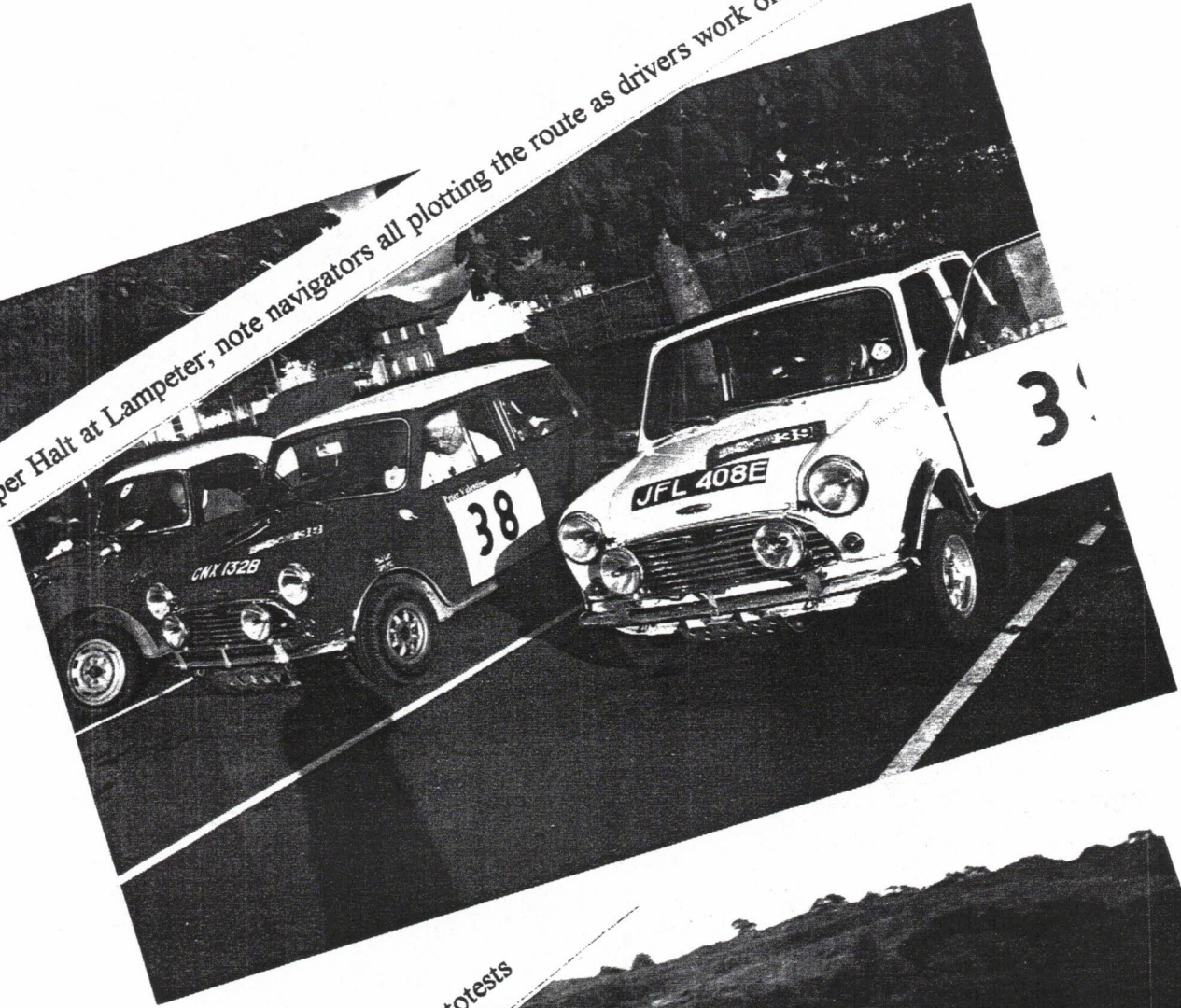
Team Valentine (L to R)
Peter Gilbert, Michael Valentine, #39; Peter Valentine, Bill Rogers, #38



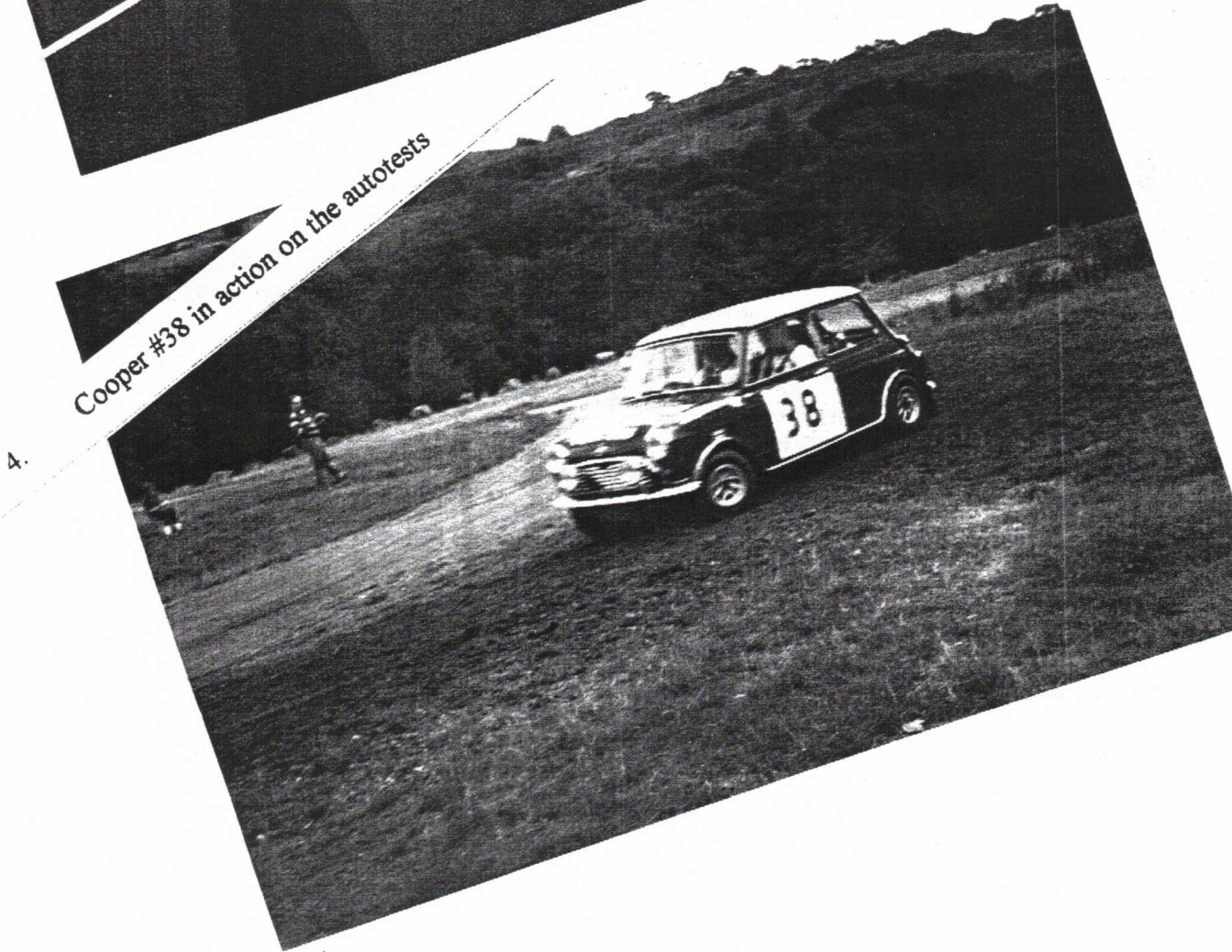
Morris Mini Cooper 1275S Historic rally car and crew



3. Supper Halt at Lampeter; note navigators all plotting the route as drivers work on the cars



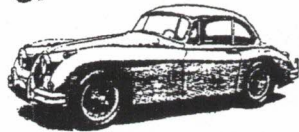
4. Cooper #38 in action on the autotests



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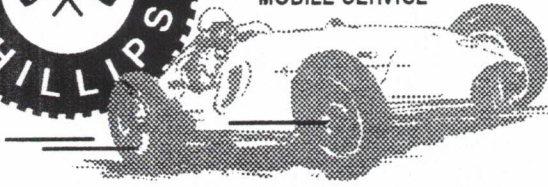
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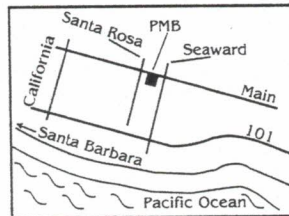
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FOR SALE: Early MGTD XPAG ENGINE, disassembled, 90% complete (no crank), \$800, Tom: 805-987-4629.

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: '65 TR4, COMPLETE, runs great, white ext, black leather int, STOCK, 3rd owner, (5) new radials, \$7500/OBO, Bill: 805-658-8490 (5PM-8PM).

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

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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.

1995

S M T W T F

CALENDAR OF EVENTS

OCTOBER

21-22
SAT-SUN

LOTUS WEST SLALOM SCHOOL AT LION COUNTRY/IRVIN MEADOWS. SEE FLYER OR CALL TOM MINNICH AT 310-697-0547 OR DARYLL CLARK AT 818-887-5518.

21-22
SAT-SUN

CAL POLY SPORTS CAR CLUB PRESENTS OCTOBERFAST XXIII RACES, SEE FLYER FOR DETAILS OR CALL JEN AT 805-544-7638.

28
SAT

6TH ANNUAL "CLUTCH BURNIN' HILL CLIMB" IN TIME FOR HALLOWEEN! SPONSORED IN PART BY CCT ABCC AT DON GREENE'S HOME, PH 805-652-0330. DETAILS IN FLYER.

NOVEMBER

1
WED

MONTHLY MEETING AT HUDSON'S GRILL 7:00 PM. BOARD MEETING TO FOLLOW GENERAL MEETING.

5
SUN

CCT ABCC ANNUAL TEDDY BEAR RUN. DETAILS IN IN FLYER, OR CALL C DARRYL STRUTH AT 805-644-6211.

17,18,19
FRI-SUN

VINTAGE ROAD RACES IN PALM SPRINGS. SEE CLASSIC JAG ASSOC ANNOUNCEMENT, OR CALL FOR RES AT 800-829-8099, INFO 619-325-5574.

19
SUN

MYSTERY BRUNCH RUN HOSTED BY THE CLARK'S. MEET AT GOLDEN CHINA RESTAURANT PARKING LOT OFF SEAWARD IN VENTURA AT 9:00 AM. CONTACT DARYLL OR CINDY CLARK AT 181-887-5518.

25
SAT

SANTA PAULA INVITATIONAL CHRISTMAS PARADE. DETAILS TO FOLLOW.

DECEMBER

03
SUN

CLASSIC JAGUAR ASSOC 1995 ANNUAL XMAS GATHERING. SEE FLYER.

06
WED

MONTHLY MEETING AT HUDSON'S GRILL 7:00 PM. BOARD MEETING TO FOLLOWING GENERAL MEETING.

10
SUN

CCT ABCC ANNUAL HOLIDAY PARTY. IT WILL BE A BRUNCH. SEE FLYER FOR DETAILS, OR CALL DON GREENE AT 805-652-0330.

IF ANY EVENTS ARE NOT IN NEWS LETTER PLEASE CALL OR SEND INFO TO THE CLARKS.

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