

# THE CLEAR HOOTER!

THE NEWSLETTER OF CENTRAL COAST TRIUMPHS  
ALL BRITISH CAR CLUB



## Members in Attendance March General Meeting

Pete Arakelian	71 TR6
Richard & Nancy Maxson	1974 MGB
Bill & RoseAnn Klope	1969 TR6
Daryll & Cindy Clark	97 Trans Am
Bob Youngdahl	97 Trans Am
C. Darryl Struth	57 Morris Woody
Michael Musser	(soon to have 1958 TR3A)
Don Green	Por-Jag
Stan Shirley	Triumph, MG, Morgan
Bryan & Tricia Case	78 MBG. 79 Spitfire
Dave Skora	Rockports
Carol & Denise	76 MGB
Bill & Carol Rogers	Toyota
Marilou North	"
Rebecca Bogner	Shopping
Ron & Claudio Kibbe	TR2000-ota
George Kinsolving	Nissan PU
Ritesh Patel	Toyota
Paul Keener	74 XJ6L
Chris Sousa	74 XJ6L
Terry Ward-Llewellyn	35 MG PA
Randy, Vicky, & Brad Huffman	Treep
Dale Peace	80 MG
H.R. Dennett	80 TR7
Gordy Morris	66 TR4A
Herman & Helana van den Akker	91 Astro van
Jim & Nancy Morrison	67 MGBGT
Jim & Joyce Belardi	79 XJS
Jon & Claudia Korbin	Porsche 356
Matthew Hall	TR 250
Jason McIlhaney	V10 Dodge Truck
Pat Leclerc	Jensen
Walt Okon	Jensen
Allen & Lynn Merriam	Jeep

## CCT ALL BRITISH CAR CLUB

Founded in 1984  
by Ms. Lee Blomquist.  
A Chapter of the  
Vintage Triumph Register.

DUES ARE \$25.00 per year PAYABLE  
in February to:  
CCT ALL BRITISH CAR CLUB  
P.O. BOX 503  
VENTURA CA 93002

MONTHLY GENERAL MEETINGS  
are held  
FIRST TUESDAY OF EACH MONTH  
7:00 pm

at  
CARROWS RESTAURANT  
2401 Harbor Boulevard  
(Corner of Seaward & Harbor off 101)  
Ventura CA 93001  
Ph 805-642-3796

## 1997 NEW YEAR MEETINGS

JAN	07	FEB	04 ! ! !
MAR	04	APR	01
MAY	06	JUN	03
JUL	01	AUG	05
SEP	02	OCT	07
NOV	04	DEC	02

## 1997 BOARD MEMBERS/OFFICERS

### PRESIDENT

C Darryl Struth (h) 805-644-6211  
(w) 805-642-6701  
Fax 805-642-3034

### VICE PRESIDENT

Richard Maxson (h) 805-339-0878

### TREASURER

Tim Mikel (h) 805-644-8690  
(w) 805-643-5621

### SECRETARY

Lee Maxwell (h) 805-649-1212  
(w) 805-285-0090

### MEMBERSHIP CHAIRPERSON

Claudia Korbin (h) 805-642-5855  
(aka Claudia Diebolt)

### EVENTS CO-ORDINATORS

Jim & Joyce Belardi (h) 805-491-2387

### HISTORIAN

Walter Okon (h) 805-498-9909

### NEWSLETTER EDITORS

POSITION OPEN (contact the PRES)  
temporarily...  
The Old Gang

### ADVERTISING/CLASSIFIEDS

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

## NOTICES

BOARD MEETINGS are scheduled to take place immediately following each Monthly General Meeting. Members are welcome to attend!

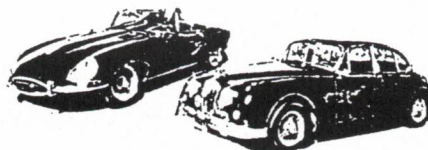
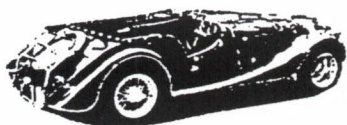
"THE CLEAR HOOTER" is published monthly.

DEADLINE FOR "Camera Ready" contributions to the Newsletter is the TUESDAY FOLLOWING EACH MONTHLY GENERAL MEETING. Contact the Newsletter Editor or mail to the Club address:

CCT ALL BRITISH CAR CLUB  
P O BOX 503  
VENTURA CA 93002

For ADVERTISING & CLASSIFIEDS, contact David McIlhaney (ph 805-642-4441).

\*\* HAVE YOU MOVED ?? \*\*  
\*\*\* PLEASE LET US KNOW \*\*





## Message From The President

Saturday, March 1st. was a very different event for Central Coast. Bill Rogers and photographer friend John Garrett gave us quite an easy going morning with most of us standing around and watching. One person at a time moves his or her car into different positions to perfect the right camera shot. This is a great event and should be held several times a year. I was thinking the Ventura Harbor and Marina would be an excellent background as well as the Ventura pier area. Potrero Rd. was a very beautiful area - however one must get there very early or you lose the sun around 10:30 a.m. Many thanks to Carol Rogers and Marilou North for a very nice layout of breakfast goodies. Great event Bill.

After we were done and most had left, Don Greene, Howard Ashe and I thought we'd try to find Carroll O'Connors Classics. For those of you that aren't aware, he has a restoration, maintenance and sales of Collectible Automobiles business in Newbury Park, in between Wendy and Ventu Park roads facing Hwy. 101. To make a long story short, the place was closed, or at least we thought it was. Well, it was closed, but there were a few people inside, so I guess it was open - but closed. We were looking through the shop and showroom windows when we noticed a lady in and out of one of the showrooms. Pretty soon Howard found the open door and in we went. Probably about 5 or 6 people in there. Employees and wives, I guess, and on the couch sat Carroll O'Connor. We asked if we could look around. Right away Mr. O'Connor (Archie Bunker) said I'll show 'em! It was great! We 3 guys got about a 30 to 45 min. tour. I almost slipped a couple of times and called him Archie - but I didn't. He showed us a TR250 surrey top coupe, in a dark teal, that was all completed. It had been his sons' car. Mr. O'Connor said he finished it because he thought his son would have liked that. I guess his son must have liked Triumphs. There were several of them in there along with a lot of other classics. I think I'll see if he'll give our club a tour some day. Very nice man. We also met his head man, Gene O'Hara. Think the O' has anything to do with it? A really big day - Photo Op and Classic Car tour.

Great club meeting. We packed the room again.

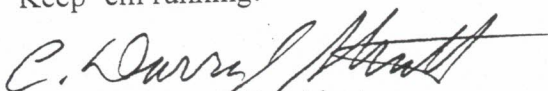
Have some good news for you non - Triumph members. The VTR (Vintage Triumph Register) will still insure us even though we won't have the word Triumph in our name anymore after July 1, 1997.

Central Coast British Car Club - Many of us will miss it but so many of us own many other makes that it had to happen. We'll still be a VTR chapter however. We have over 53 Triumphs in the club. Now if we can get Don Greene to re-letter our club logo and add "Est. 1984" to the bottom, plus our new memorabilia, we'll sell to all members. The name badges will also say C.C.B.C.C.

If the Hooter gets in your hands before this Saturday, Mar. 15th. try to make it, with your British car, to the Fillmore Spring Rail Festival. All we have to do is display our cars. Someone said its near a Winery!!! I'd better cut this off before the lady that types this for me wrings my neck.

*"Money doesn't always buy happiness.  
People with ten million dollars are no  
happier than people with nine million  
dollars."* - Hobart Brown

Keep 'em running!



C. Darryl Struth, President  
Central Coast British Car Club

## Minutes From The March Meeting

The meeting began at 7:25 p.m. with President, C. Darryl Struth presiding. Introductions of all members and guests were made. Officers gave their individual reports.

**\*\*Reminder - if you haven't sent in your annual dues yet - this is your last newsletter!**

**Events** - There are many events coming up - please read the Calendar of Events. Don't forget the upcoming Ventura All British Car Show May 18th.

**Past events** - The Photo Shoot organized by Bill Rogers was a big success and everyone agreed that there should be more of these. There are pictures for sale of the Feb. Wine Tour. If your interested call Darryl Struth and he will put you in contact with Dangerous Dave - the photographer.

**New business** - Darryl announced that the club can keep our insurance through VTR even though we are an all British club.

The club by-laws are being re-worked and will be presented to the club soon.

A motion was made to change the club name to "Central Coast British Car Club".

Jim Belardi made the motion and Mike Musser 2nd. it. The club members present approved it and the name change will be effective July 1, 1997.

Ron Kibbe has volunteered to organize some brunch runs.

Smog laws. There is legislation to reverse the bill so cars 25 years and older are exempt from smog tests. It was announced that everyone needs to write a letter to state and local officials.

**General business** - There is vintage racing Mar. 22 and 23. Jim Belardi will be racing. Several members have expressed an interest in going and if you would like to caravan together - call Matt Hall. (805) 376-0705

The meeting was adjourned at 8:20 p.m.

The drawings were won by Dale Peace, Marilou North and Carol (Darryl's friend)



Claudia (substituting for Lee who was quite ill - hope your feeling better)

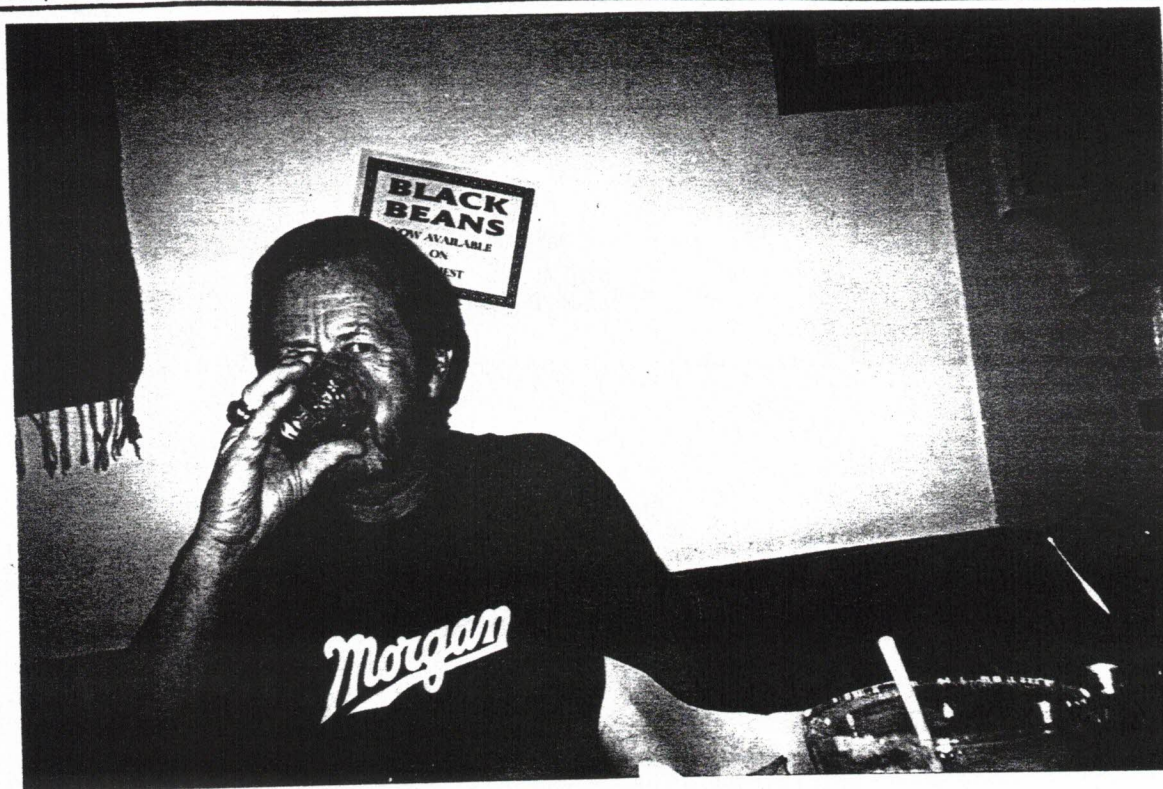
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### Volunteers are needed for the May 18th. car show.

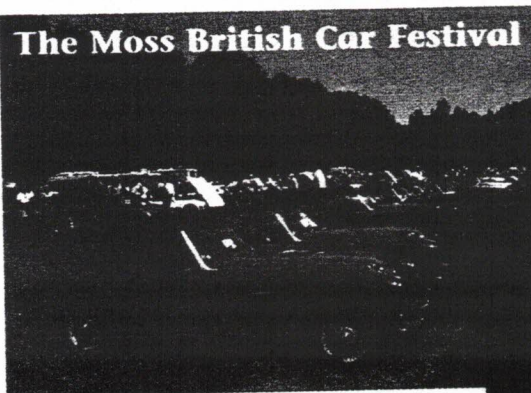
*We need help at the front gate (2 shifts - morning and afternoon)  
registration table (2 shifts - morning and afternoon)  
parking cars (1 shift - morning)*

*If you can spare about 3 hours - please call Claudia (805) 642-5855*





## For A Good Time Call 800-895-2471!



- The Moss Pinewood Derby
- The super Sunday car show
- Shopping trips to lovely Solvang (bus provided)
- Tours to the Moss Goleta Corporate Headquarters (by bus or your car)
- Great ranch food (hot breakfasts-great lunches-delicious dinners)
- Hay rides around the beautiful ranch property

again be on site for instant ordering with great discounts and free shipping where appropriate.

- Once again we are delighted to announce that British Airways, the World's Favorite Airline, are offering two complimentary round trip tickets to England for the successful entrant in our free Festival drawing!

You can stay at one of the splendid local hotels, or camp at the Ranch. You can bring your RV or trailer, your wife, girlfriend, kids, or significant other. The only thing you can't bring is your dog!

Above all, we want you to bring your British classic car, no matter what make it is. Also the condition it's in is immaterial! This is not a show for the concours purist—it's just a family good time for everyone!

So for a good time, call the number above and obtain your registration

package at the earliest opportunity. The Moss Crew hopes to see you at Flag Is Up Farms in July!

Again July 18-20, 1997 are the dates for your vacation!

Got your attention have we? Well the good times are set to roll again at the Flag is up Farms in the Santa Ynez Valley for the fifth annual Moss Motors British Car Festival!

The dates for this super event will be Friday, Saturday and Sunday, July 18-20, 1997. Once more we expect a bumper turnout of British classics to attend.

All the usual activities regular attendees have grown to know and love will be staged including:



- The Santa Ynez Wine Country Rally
- The Santa Ynez TSD Rallye (for the erious enthusiast)
- The hard surface slalom
- The ever-popular grass funkhana

- Karaoke nights and dancing under the stars
- Special Safe Kids Program (we'll take care of 'em)
- The Moss Enthusiasts Boutique will





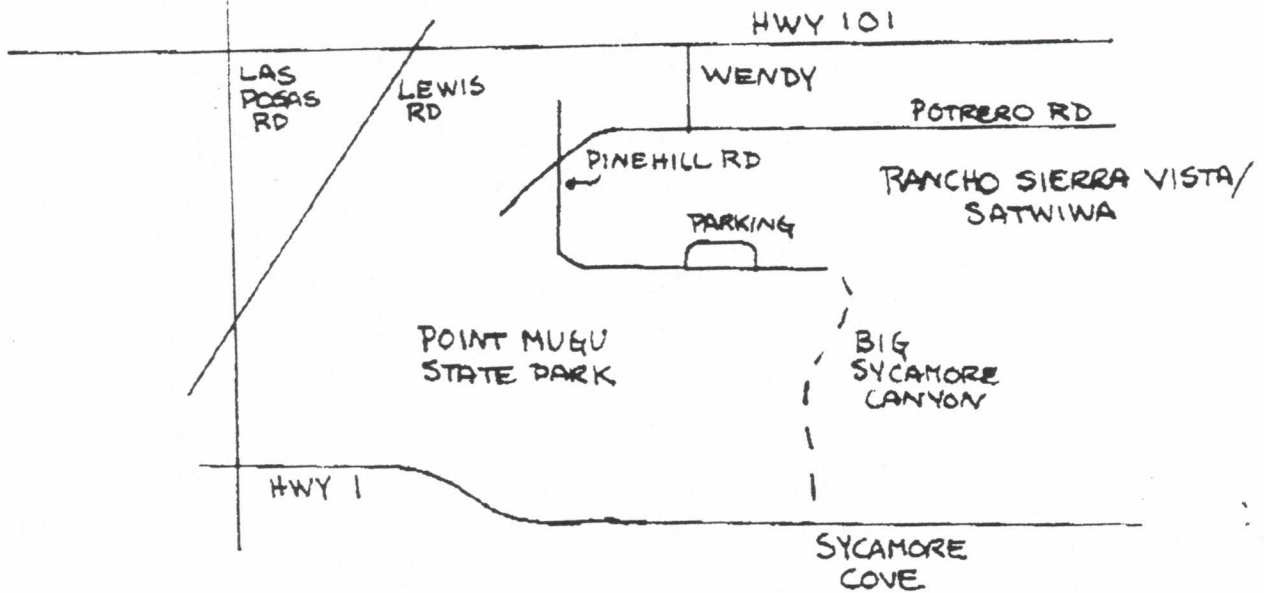


## SYCAMORE TO THE SEA

Celebrate Spring in the Central Coast with a hike through Big Sycamore Canyon to Sycamore Cove. As British Car Owners we should always be prepared for a long walk in the countryside so dust off your walking shoes and take a hike!

We will meet at 9:00 A.M. Saturday April 5, 1997 in the National Park Service parking lot for Rancho Sierra Vista/Satwiwa. Exit 101 at Wendy. Follow Wendy to it's end. Turn Right on Potrero Rd. then Left on Pinehill Rd. onto the dirt road and parking area. The 8 mile hike is on wide, level trails and crosses numerous streams. Wear: comfortable shoes that can get wet, shorts, hat and sunscreen. Estimated travel time is 3 hours. Bring: water, trail snacks and a picnic lunch to enjoy at the beach. If hiking is not your thing, come for a day at the beach at Sycamore Cove off Hwy 1 in Point Mugu State Park.

Volunteers are needed to reserve our beach space and provide transportation back to the trail head. To Sign Up contact Cheryl Truttman at 805-495-1337



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Off Broad St. next to the SLO County Airport

## 16th Annual San Luis Obispo Concours d' Elegance

**Friday: April 25, 1997**

Welcoming reception at the Quality Suites, 1631 Monterey St., S.L.O.  
6:00 PM – 7:30 PM

**Saturday: April 26, 1997**

Santa Rosa Park, San Luis Obispo  
Santa Rosa Ave. west of US 101  
Car placement: 8:00 AM

Judging: 10:00 AM – 1:00 PM (You must be with your car to be judged)  
Awards presentation: 3:00 PM

Entry Fee \$15.00 per car (\$20.00 per car after April 12)

**Classes:**

- |                            |                       |
|----------------------------|-----------------------|
| Pre-war American           | Pre-war European      |
| American Classics          | Post-war European     |
| Sports Cars 1945 – 1969    | Sports Cars post 1970 |
| Trucks                     | Race Cars             |
| Street Rods                | Motorcycles           |
| High School Students' Cars | Vintage Bicycles      |

**Sunday April 27, 1997 – Rallye**

The car rallye is open to all cars. It will run about 100 miles through the beautiful back roads of S.L.O. county. No special equipment is needed, but an odometer, stop watch, clipboard and pencil will be helpful.

Rallye meeting will be at 8:30 AM at the Quality Suites parking lot.

First car out: 9:30 AM  
Entry fee: \$15.00 per car

An all-you-can-eat luncheon, over-looking the ocean, will be available at the end of the event. The location is the Avila Bay Golf Course. Lunch will also include golfers from the tournament. Lunch tickets are \$20.00 per person.

For further information and entries call (805) 544-7864

To enter the Bicycle Show call: (805) 544-2277

For Golf Tournament entries call: (805) 547-0435

For room reservations at event headquarters call:

Quality Suites: (805) 541-5001 and mention the S.L.O. Concours

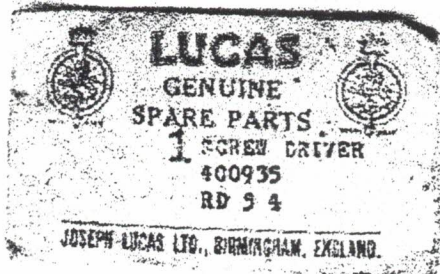
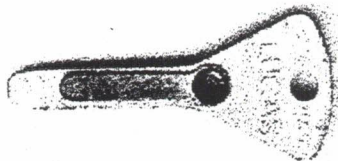
Reserve your room early, space is limited.



**Entry Form:**

Name: \_\_\_\_\_ Concours entry fee \$15.00 per car: \_\_\_\_\_  
 Address: \_\_\_\_\_ Rallye entry fee \$15.00 per car: \_\_\_\_\_  
 City: \_\_\_\_\_ Zip: \_\_\_\_\_ Rallye luncheon \$20.00 per person: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Total enclosed: \_\_\_\_\_  
 Vehicle Year: \_\_\_\_\_  
 Make & Model: \_\_\_\_\_  
 Class: \_\_\_\_\_

Please make checks payable to:  
Black & Gold Booster Club  
P.O. Box 295  
San Luis Obispo, CA 93401



**WANTED** for Britcar tool kit, a genuine Lucas mid 60's screw driver. It is probably rusted to the bottom of someones toolbox out there. Please call Bill Rogers at 805/498-0846, FAX 805/499-6297, or email milward@mail.gte.net





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

Senator Quentin Kopp  
State Capitol Room 2057  
Sacramento, CA 95814

March 12, 1997

Senator Kopp,

We applaud and wholeheartedly endorse your efforts to amend the recently enacted Smog Check II Program through legislation you are sponsoring, known as SB 42. This bill will exempt any car 25 years or older from the program regulations.

Since reasonable people everywhere should do whatever they can to preserve the vision of mature, beautiful classic cars plying the roads of California, restricting this onerous program to cars less than 25 years old is a significant step in the right direction.

As members of the Central Coast All British Car Club, we have for years suffered the ever increasing burden (and exorbitant cost) of emissions compliance of our collectible cars, which typically receive far better maintenance and far less use than the average automobile in California.

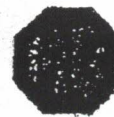
If enacted, your amendment will add immeasurably to the joys of owning a classic car, and will open the door for more rational thought to be applied to the Smog Check II Program.

Please feel free to list the Central Coast All British Car Club and its over 100 members as ardent supporters of your pending legislation.

Sincerely,

Member of CCTABCC

## The Annual All British Motorcar Show and Swap Meet



Presented by The United British Sports Car Club, Sacramento

SUNDAY - MAY 18, 1997 - 8:00 A.M. - 4:00 P.M.

Dixon Fairgrounds Dixon, CA.

( Directions - Rt. 113 South off I-80 - 2.3 miles on First Street )



- Swap Meet Space: Private Parties - \$10.00 Business - \$25.00
- Peoples Choice Car Show.. \$10.00 pre-entry fee, \$15.00 day of show
- Free admission to the public
- No extra charge " for sale " vehicles
- Dash plaques to first 200 cars..
- Awards for Each Class... Must have 3 pre entries minimum, for a " class. "
- Special Raffle, Regalia and Crafts Show
- Food and Drinks Available on site

For Details, contact Chuck Yost, ( 916 ) 783-7375  
or Carl Agnew at (916) 721-7963



Gates open at 8:00 A.M. Final Registration 11:00 A.M.  
Popular Choice Judging 11:00-1:30 P.M. Awards at 2:30 P.M.

Name : \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

(Area Code) Phone: \_\_\_\_\_

Club Affiliation : \_\_\_\_\_

Marque	Year	Model	Body Type
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My signature releases: United British Sports Car Club, its officers and agents; Dixon May Fair, its officers and agents; participating British Car Clubs and their officers and agents; and all other sponsors directly or indirectly connected with this event, from any liability and/or responsibility for personal and/or property damage caused by myself and/or any member of my party.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Completed entries and checks ***MUST BE RECEIVED BEFORE MAY 10, 1997***

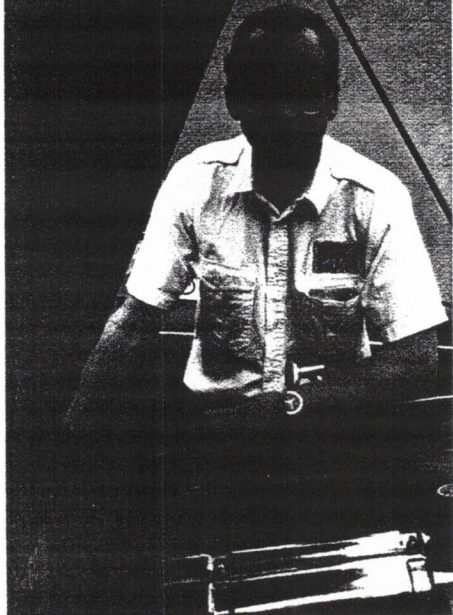
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Under the Bonnet By Eric Wilhelm

# Is Reformulated Gas Dangerous?



Reports of problems with reformulated gasoline are reaching us with increasing frequency, in letters, phone calls, and in almost every automotive-related publication we see here at Moss Motors (and we do see a lot of different publications ranging from international magazines to local club newsletters). The mentioned problems include poor engine running characteristics, lower mileage, deterioration of rubber fuel system components, and severe health and safety risks. I will not dwell on the first two, as their effects on most cars seem to be minimal (although quite severe on some high-performance motorcycles). Reformulated gasoline also increases the amount of emissions of formaldehyde, acrolein, and acetaldehyde. Other dangerous substances produced are acetone, formic acid, and acetic acid.

Fire departments from San Francisco to Long Island report a noticeable increase in vehicle fires since the introduction of reformulated gasoline. Although the evidence is mostly destroyed in the fires, fuel leaks are reportedly a major cause. Chevron and other oil companies have confirmed that the oxygenate MTBE (methyl tertiary butyl ether) may damage fuel system parts in older high-mileage cars. The fact is that MTBE is causing fuel leaks by drying up and rotting rubber fuel system components, which leads to dangerous fuel leaks. Mechanics and fleet owners report having to replace gas lines, seals, fuel pumps, and carburetor diaphragms much more often than prior to the introduction of MTBE in gasoline. Harley-Davidson has recalled 176,000 1994-'96 motorcycles for replacement of a fuel valve diaphragm which they say can be damaged by MTBE. Failure of wetted-type fuel injectors in automobiles due to reformulated gasoline has been admitted by the U.S. Environmental

Protection Agency (EPA). This stuff is causing problems!

Reports on the health hazards of MTBE are rapidly multiplying, and medical researchers are looking into several aspects of not only the inherent toxicity of MTBE itself, but also toxins produced when MTBE is burned in an engine. Automobile emissions testing checks levels of "obvious" exhaust components: unburned hydrocarbons, carbon monoxide, and oxides of nitrogen. What are not looked for are less obvious but even more dangerous by-products of burning MTBE in gasoline, such as formaldehyde and TBF (tertiary butyl formate, said to be 10,000 times more irritating than other hydrocarbons in gasoline exhaust, and of which "inhalation can be fatal"). Research by Dr. Peter M. Joseph (Professor of Radiologic Physics in Radiology, University of Pennsylvania, Philadelphia) has shown that since the introduction of MTBE, at least six diseases have become exacerbated in Philadelphia: asthma up 44%, nasal allergy up 48%, conjunctivitis up 67%, ear infection up 48%, sinusitis up 70%, and trouble breathing up 131%! He suspects TBF as the main culprit. In 1995, Dr. Nachman Brautbar (an internist practicing in Los Angeles, and affiliated with the University of Southern California School of Medicine) linked MTBE use in gasoline to immune system problems, such as a reduction in the ability of the immune system to fight invader cells, and noted that breakdown products of MTBE such as formaldehyde produced irritation and sensitization of the immune system. Symptoms included headaches, shortness of breath, sinus problems, and skin rashes. He also noted a preliminary observation suggesting a mechanism for the carcinogenic effects of MTBE.

Massive complaints of people getting sick from MTBE-bearing gasoline in Fairbanks and Anchorage, Alaska in 1992 prompted the Alaska Department of Health to investigate, with the conclusion that the new gasoline was to blame. Alaska banned MTBE in fuels, and there were no further such complaints. At the same time in Missoula, Montana, there was a sudden dramatic increase in asthma cases. When the oxygenate was switched from MTBE to ethanol, the unusual health problems did not recur.

MTBE ground water contamination has become a major concern in many areas. The U.S. EPA classes MTBE as a "possible" carcinogen. The *Sacramento Bee* reported in a July 6,

1996 article that MTBE contamination outstripped the ability of Santa Monica, California to treat its water supply, and forced the shut-down of five wells which supplied half the needs of 200,000 people. This forced the importation of water, at nearly twice the cost of local water. MTBE ground water contamination has been reported in California, Nevada, Georgia, Texas, New Mexico, Colorado, New York, and Pennsylvania to name but a few states!

The main intent of MTBE in gasoline is to reduce carbon monoxide emissions. The National Research Council in June, 1996 published the results of a study on MTBE use which showed the actual reductions in carbon monoxide to be much less than the 20% figure bandied about by MTBE proponents, even to the point of suggesting the net environmental reduction may be zero. They concluded that "data are not available to evaluate the effectiveness of the (MTBE) program". In other words, this group of respected scientists could not find any evidence of benefits from MTBE use. Our "cleaner-burning" reformulated gasoline does produce increased levels of highly toxic substances, and is playing at best an insignificant role in reducing urban pollution. With zero to low benefits, but high health and safety risks, I venture to suggest that MTBE is causing more problems than it was supposed to solve.

## PASSING SMOG

A commonly asked question these days is, "How can I get my car to pass its emissions test?". A few tips have kindly been supplied by Ken Gillanders of *British Frame & Engine*. Although specifically for TR250/TR6, the principles apply generally.

1. Change oil using 20W-50W.
2. Use new spark plugs, gapped to 0.032" (standard is 0.025").
3. Use new solid-core ignition wire (not carbon core wire).
4. Loosen valve clearances .005" from standard.
5. Ensure all smog equipment is present and working properly.
6. Retard ignition timing about 3 degrees.
7. Adjust carbs lean—engine should die when carb piston lifted  $1/32$ "- $1/16$ ".
8. Ensure that the engine is at full operating temperature for the test.
9. Use low-restriction air filters—wire mesh types are great for this.
10. Run your fuel level down as far as possible and refill just before the test.

(please see page 29)  
(11)



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WASH  
GUARD**

## 1997 VINTAGE CALENDAR

- Mar. 22-23 VARA at Willow Springs
- Apr. 19-20 VARA at Buttonwillow  
(Mini/Sprite Challenge; British Extravaganza)
- May 16-18 VARA at Pomona (It's so close,  
you've got to come to see this one!)
- June 14-15 VARA at Buttonwillow  
(Possibly The British Car Extravaganza)
- Aug. 1-3 VARA at Tustin (Last year's  
biggest event, right in our own back yard!)
- Aug. 31-Sept 2 VARA in Downtown LA??  
(Yes, the temp. street race in downtown LA WILL HAPPEN !)
- Oct. 11-12 VARA at Willow Springs
- Nov. 8-9 VARA at Las Vegas  
(New road course inside the new oval)
- Nov. 20-23 VARA at Palm Springs

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ALAN COHEN

JOSH COHEN

## Under the Bonnet

**Continued from Page 28 10**

Some people have suggested retrofitting a catalytic converter. This can work if intelligently done by a competent muffler shop, and if local rules allow it. Take care in where it is placed; for maximum efficiency, it should be as close to the engine as possible, but be sure the heat it will produce (typically 1200°F-1500°F.) won't cause any problems.

Please feel free drop me a line with any information on clunker legislation, smog laws, or experiences passing (or not passing) smog checks.

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 wheels - \$5, front hub - \$5, front lever shocks - \$10.  
 Call Walt: 805-498-9909.

## Historical Notes

### PROTON ACQUIRES LOTUS

**M**alaysian car manufacturer Proton has acquired a controlling interest in Lotus. At the end of October, Perusahaan Otomobil Nasional Berhad took over the British sports car maker from ACBN Holdings S.A. Luxembourg for a total cash consideration of £51 million.

Proton is currently planning to extend its product range and capabilities in order to continue competing in world markets. It is felt that the acquisition will enable the company to draw from Lotus' famed engineering and R&D capabilities at the same time as injecting resources into the U.K. firm. Proton was already one of the many companies to have already benefited from Lotus engineering.

Lotus' future has for some time been uncertain under the ownership of Romano Artioli. Against this it has recently introduced, to rave reviews, the Elise, the first car of its kind to use an extruded aluminum and bonded chassis. Now, rather than merely survive, it is hoping to use the Proton backing to make new inroads into markets such as North America.

Said Tan Sri Yahaya Ahmad, chairman of Proton's parent company, DRB-Hicom, "We see our strong partnership in a very positive light, mutually benefiting from both Lotus and Proton. In concluding the deal, both companies are aware that we can draw from each other's strengths to make us more competitive."

### LUCASVARITY MERGER

**T**he merger of the British and U.S. companies, Lucas and Varity, which took place in the Fall, has created a genuine global systems supplier. It has also presented opportunities to make some changes in the way each of the companies had been struc-

..... Walt

tured. LucasVarity, as it is now known, is being organized into seven divisions.

Encompassed are light vehicle braking systems, heavy vehicle braking systems, diesel systems, diesel engine, electrical and electronic systems and aftermarket operations as well as aerospace.

Aftermarket Operations now has a global network which spans 120 countries. It is headed by former Lucas man, John Anthony and based in Solihull, England. With the exception of light vehicle braking systems, which is based in Livonia, U.S.A., all the divisions have their headquarters in Europe.

The merger makes LucasVarity the world's number two supplier of light vehicle braking systems and the second largest manufacturer of diesel fuel injection systems.

**TRICO® Products** has released its new 1996 Classic Car Wiper Products Application Guide (number T-4604-96), which covers applications from 1946 to 1969. The Application Guide highlights the 33 Series Classic Blade, a series of silver-finished wiper blades resembling the original equipment blades on classic cars from the '40s, '50s and '60s. Trico offers silver blades in lengths from 10 to 18 inches, and says the six different part numbers come with the adaptors necessary to replace the blades on hundreds of classic American and European vehicles. The Application Guide also includes the classic silver 51 Series Adjustable Wiper Arms.

**Wanted** Original steering wheel for '62 Sprite MK II.  
 2 spoke with flash motif on horn button.  
 Also - Rack and pinion assembly for same.  
 Please call Dick Doyle (805) 642-0833

**Parting out:** 3-Triumphs (1976 Spitfire, 1970 GT6, 1972 GT6)  
 call Bill Hopper at (805) 687-9851.

**Wanted:** Triumph Spitfire 1962-1970, any condition considered, original black  
 parts desirable. Call Bill Hopper at (805) 687-9851.

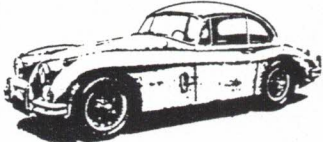


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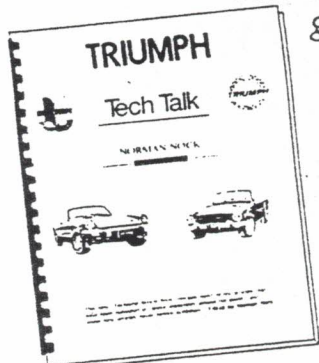
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## Tech Talk TRIUMPH

by Norman Nock

*I have been writing technical articles for British car clubs for over 15 years, and after numerous requests I have gathered them together along with factory technical service bulletins, recall campaign bulletins and some never before published*



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## CALENDAR OF EVENTS

### MARCH

22-23  
SAT-SUN

Vintage Races at Willow Springs.  
VARA: (800) 280-VARA

### APRIL

01  
TUES

Monthly Meeting at Carrow's Restaurant, 7:00 PM.  
(Seaward & Harbor Blvd.) Board Meeting to follow.

05  
SAT

\* 8 Mile Hike through Big Sycamore Canyon. SEE FLYER  
ATTN: Need Volunteers to drive hikers back .  
info: Cheryl Truttman (805) 495-1337

18-20  
FRI-SUN

2nd Annual British Extravaganza at Buttonwillow  
Race Track. (310) 649-2796

26  
SAT

16th Annual San Luis Obispo Concours:  
(805) 544-7864

### MAY

04  
SUN

Palos Verdes Concours, Peninsula High School  
Playing Fields: (800) 923-2615

18  
SUN

\*7th Annual CCT All British Day at Will Rogers School  
in Ventura. (805) 644-6211

16-18  
FRI-SUN

Lone Pine Time Trials, Long Pine, CA. Vintage Class  
if more than 5 entries. Info: Daryll & Cindy Clark  
(818) 887-5518.

24  
SUN

British Car Display at Scottish Festival and Highland  
Games, Orange Co. Fairgrounds. More later

### JUNE

15  
SUN

Milestone Car Society 9th Annual Show at Cal Lutheran  
Univ. in Thousand Oaks. (805) 491-2387  
"Salute to British Automobiles"

### JULY

05-06  
SAT-SUN

VARA Night Enduro & Fireworks at Willow Springs  
(Vintage Races): (800) 280-VARA

17-20  
THUR-SUN

Moss Motors 5th British Car Festival at Flag Is Up Farms  
in Buellton: (800) 895-2471

### AUGUST

15-17  
FRI-SUN

Monterey Historic Automobile Races, Laguna Seca  
Raceway

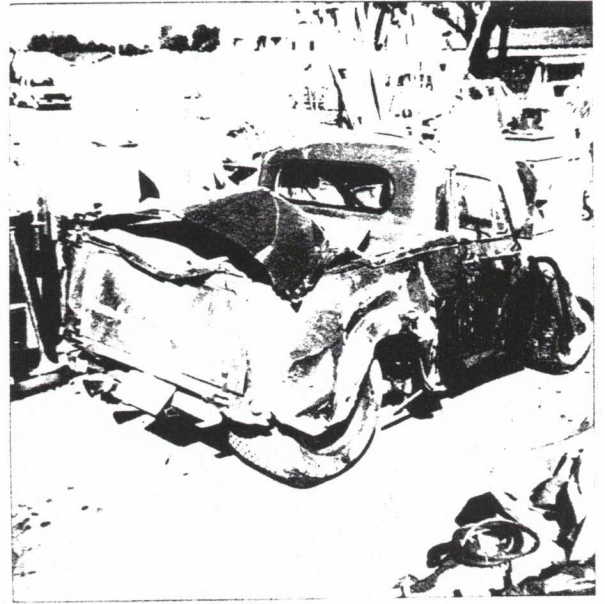
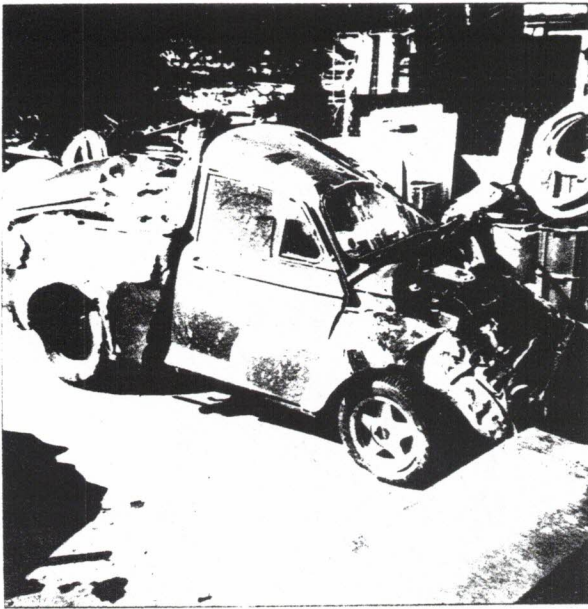
### OCTOBER

10-12  
FRI-SUN

TRIUMPHEST in Laughlin, Nevada.  
Details later.

\*Denotes Official CCTABC Club Event



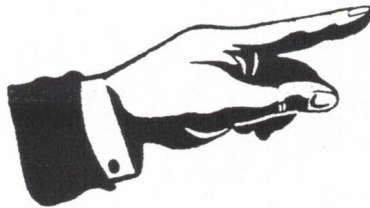


*...and he walked away!*  
— Bill Czerwinski



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