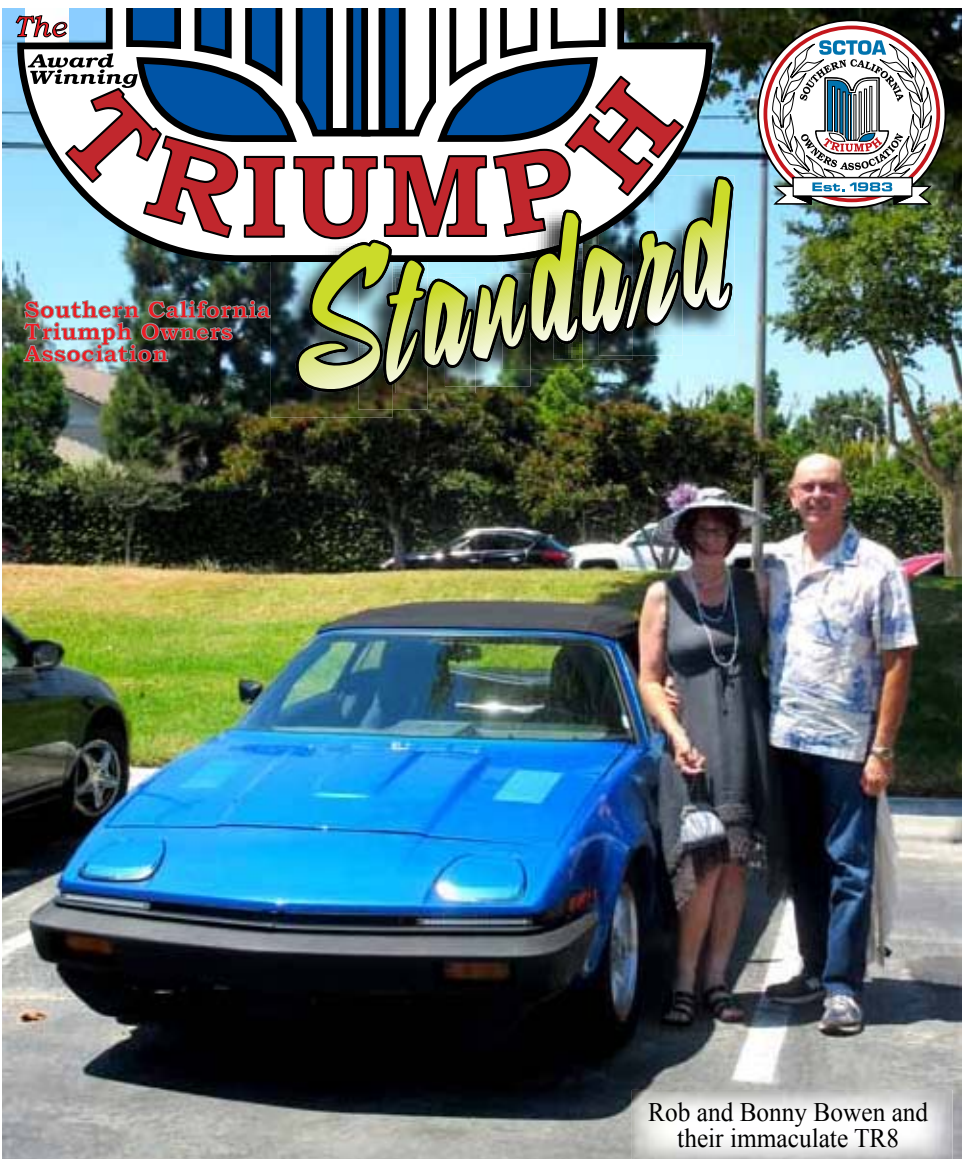


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In This Issue Vol. 33, No. 6 October - November 2016

Contact List	2	A Night at the Drive In	18-21
Cullum's Column	3-4	Blown Fuses - The Lucas Conspiracy	22-23
From the Editor	5	TR6 LED Tail/Brake Lights	24-25
New/Renewed Members	6	A Stromberg Car Tech Clinic	26-28
Who I Am? Your new club Secretary	7-8	High Tea at Pamela's Tea Room	30-31
Ladies Pumpkin Gathering Flier	9	SCTOA General Meeting Minutes	32-33
Halloween Party Flier	10	Classifieds	36
Julian Drive Flier	13	Monthly Events	37
Crystal Cove State Park	14-15	Calendar of Events	39
Christmas Party Flier	16	Membership Form	42
A New Member Says "Thanks"	17	Reminders	back cover

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the largest official chapter of the Vintage Triumph Register (VTR) in the United States.

SCTOA.org



Cullum's Column

Hello everyone,

It's September and downhill to the end of the year. The big event for Triumph owners is over, and all reports are it was a great Triumphest, hosted by TRSC. We have many SCTOA members that belong to TRSC and volunteered their time. Thanks for all your hard work. I was only able to attend on Saturday due to work but was able to help with the Funcours judging on Saturday, and had a great time. One of these days, work will stop getting in the way of my having fun.



When I took on the position of President SCTOA, I never knew one of the presidential jobs was car salesman. In the past 2 months I've been contacted by 4 people asking for help selling and pricing cars. The first one was a 1973 TR6 that had been sitting for 20 years on blocks. The owner emailed me and asked if I could help him sell it, stating he was not able drive the car anymore and wanted it to go to someone that would take care of it. I told him the same thing I tell everyone, we can post on our website and newsletter but he needs to send me pictures of the car, engine, interior, trunk and a write up. Give as much detail on the car as possible, like miles, what work has been done to it, and the car's history. I also ask for a price but they typically rely on me to tell them how much to sell it for (ugh!). This gentleman asked when our next meeting was, and came to it with fliers in hand. Several members tried to convince him to keep the car and join the club but no luck. Within a week I received the TRSC newsletter, and in it was an ad by Bob Prieve asking if anyone knew of a good project TR6. Bingo, I contacted Bob and gave him the information on the TR6. Within a couple weeks I received an email from his son in-law, thanking me for pointing him to the car. He had purchased it and was looking forward to his first Triumph project. I met Peter at Triumphest and he had already started buying parts and has put together a plan for the restoration.

The next car I was contacted on was a 1968 Spitfire with 77k miles and one owner. The woman said she couldn't drive the car anymore, and wanted it to go to a good home. She's in Ventura and has emailed me some pictures but no price yet. I gave her what I could, based on Hagerty's guide for pricing cars. She felt comfortable with that, but the car has a factory hardtop and someone told her they're worth more than the car. I found the same top on eBay for around \$500 so I sent her that info and am waiting to see what she wants to do. The next car is a 1957 TR3. The owner said her husband passed away and she decided to sell the car but wants it to go to someone that appreciates the car since it was her husband's dream car. I told her what I needed, and haven't received any feedback yet. Last, I was contacted about helping someone sell their 1960 Herald after she saw the article on our club in Westways magazine. She hasn't sent me the information yet. Once I get what I need from the 3 remaining cars, I'll have Jim post them in the classifieds section of our website.



Finally, I'd like to announce we have a new secretary, after years without one. At our August meeting Tom Crowley volunteered for the position. Well, he kind of volunteered - see Tom's article later in this newsletter introducing himself, his wife Candia, sons Cody and Connor. He explains how he volunteered for the position. Tom has already started recording the meeting minutes and they're awesome. Thank you Tom!!!!

Thanks,
 Bob Cullum
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From the Editor



It has been a very busy summer; look at all the stories that are in this issue. Even so, not all events have been reported.

Interestingly I attended two events where Stags outnumbered all the other number of Triumph models that were driven. Both of these events were designed to encourage the wives to attend. Apparently the wives like to attend but not necessarily in their husband's Triumph. "My wife won't ride in the car" or "she followed me in the other car" can be heard among the husbands at various events. So, if the wife attends an event a Triumph may not be the choice of travel.

I have to admit that Kate was less than thrilled with riding in The Green Mile. The size and riding quality was new to her. That's when I made the upgrade to the Stag; smoother ride and big enough to put in our clothes for a weekend trip. It's still sporty as I obtained a respectable autocross time at Triumphest - in the top 20%. Definitely a right move on my part as Kate has told me she loves riding in my Stag.

Speaking of the Stag, Clarkson looked at the factors that may have accounted for the "killing" of the British car industry in the 1990s. It begins with a review of the Triumph Stag, a four-seater open top sports car launched in 1970. It won praise for its style and performance, but was condemned for its terrible engine - a 3.0 eight-cylinder unit which was created from two Dolomite 1500 engines welded together. This was despite British Leyland having access to the reliable and powerful Rover 3.5L V8 at the time. He stated the Stag was the best car ever that came out of British Leyland in his episode "Clarkson's Car Years - Who Killed The British Motor Industry?". **Clarkson's Car Years** was a British television series presented by Jeremy Clarkson and first shown during June and July 2000 on BBC.

Check out You Tube: <https://www.youtube.com/watch?v=b9ztUlve9jc>

Thought it might be time for you too to step up to a Stag - pronounced StaaaaaG according to Jeremy Clarkson - I still miss my TR4 though.

I would like to make a quick report about Triumphest. You will not be able to read about it in this issue as there's already too much fun being told. Kate and I had a very memorable time; it was a rousing success! One significant event is our own Robert Tyler was awarded Moss Motors' prestigious "Digger Davitt Award" for the person who has done the most for the Triumph marque on the West Coast. Those of you who met Tyler knows why he won. ☺

Scott

We warmly welcome New Members:

Chris Humphrey 1973 Yellow TR6
Bob Jasper 1958 BRG TR3A & 1959 Red TR3A
Joseph Siam & Greg Siam 1963 Red Herald Saloon

We appreciate your Renewals and continued support:

Peter & Leslie Arakelian 1971 White TR6
Steve Brazil 1973 Sapphire Blue TR6
Gregg Cole 1966 Spitfire, 1959 TR10 & More
Steve & Sue Dever 1979 Red TR7
Joe & Virginia Dickerson 1957 Red TR3, 1958 White TR3A &
Many more (We miss you too!)
Wayne Dimmick & Cynthia Escalante 1972 Porche Torch Red Spitfire IV
John & Mary Jo Gladysiewicz 1963 Red TR4
Ken & Paula Hollar 1966 White TR4A, 1966 Red TR4A & More
James Kellar & Dolores Youseff 1959 Gray TR3A, 1963 TR4 & More
Harry & Cathie Knapp Had a 1974 Red TR6 (We can help you buy another!)
Don & Liz Rodriguez 1974 Red Spitfire

* If the color of your car is not listed, it is because it is not listed on your registration form. All information is gleaned from the database. Does yours need updating?

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SCTOA; Who I Am? Your new club Secretary..

Hello members. I am Tom Crowley, your newly elected secretary for the club. It is a honor for me to be of service and I hope to serve you well. It is funny how I received this appointment and it takes me back to my days as a Boy Scout leader. At the August meeting I walked in and Patti Miller grabbed me and told me how glad she was to see me. She said she had a real opportunity and would really like me to step up. She mentioned how glad she was to see that I was becoming an active member and told me my services would be greatly appreciated. *“How would you like to be our club secretary?”* How



could I say no to such a great pitch like that? Here I am.

As I mentioned I was involved as a Boy Scout leader. Both of my boys, Cody and Connor are Eagle Scouts and I am very proud of what the Boy Scout program did for them and my family. I became a leader in the very same way that Patti recruited me. I had many positions in Boy Scouts over the years. Den Leader, Cubmaster, Assistant Scoutmaster, Council Trainer, on and on. Come to find out they train leaders to recruit parents in the very same way that Patti recruited me. Wonder if she was a den mother??

As you know I am “Cody’s Dad”. Cody has loved everything British since he was a youngster. He really loves cars and loves to read about them. If you ever need to know what kind of car you are seeing just ask Cody and he can most likely tell you the make, model, year, and where it was made. Several years ago he became interested in Triumph’s and made a call to Wes Lowery (God rest his soul) about buying a car. Wes was so kind and asked Cody to join him on a New Year’s Day drive. Cody was hooked and joined the club before he had a car I believe. Within a couple of months he purchased his Spitfire. I can remember Bo coming out and helping him inspect the car. Cody has held a couple of tech sessions and my wife and I always remember how friendly everyone was when they came over to help Cody out.

I think my first event with Cody was the Cambria drive. That is where I was first introduced as “Cody’s Dad”. I had a great time being around you all and the cars. I attended a couple of drives and Triumphfest at Santa Maria and Del Mar and became very fond of the TR4’s. Last September at the Pomona Swap Meet I finally broke down and asked my lovely wife Candia if we could look for a TR4 and join the club. Without hesitation she said yes! I found our 1964 TR4 that we ultimately purchased that same night on Hemmings. Once again the club was so helpful. Paul Smock came out one Saturday and helped me inspect the car and gave me some great advice; and history was written. Candia and I soon joined the club.

A little bit about myself and my wife. I have worked at AT&T for 36 years. I currently hold the position of Loop Planner and I am responsible for all copper and fiber feeder cables in Pasadena, Glendale and Burbank. I manage the existing facilities, study, forecast, plan, and approve new projects for long term growth. AT&T is a great company and I am very blessed that they have put a roof over my family, food on our table, and helped put my boys through college.

Some of my hobbies are photography, genealogy, train watching, and raising Plumeria. As you may know Plumeria flowers are used to make Hawaiian lei’s. I have around 250 plants in my backyard ranging from 1 to 10 years old. I raise them from seed or cuttings with the hopes I can sell them for a nice profit at local farmer markets when I retire. I also enjoy roses and have about 30 in my front yard.

My better half Candia works at Citrus Valley Health Partners Covina Campus in the Pathology department. She loves Saint Bernard’s. Candia enjoys our TR4 and the club activities. She looks forward to meeting you at one of our future events if she hasn’t already.



Well that is my story. Thanks to all the club members for really making us feel welcome! I am glad to be of service and look forward to a long relationship with the Southern California Triumph Owners Association!

Enjoy,

Tom Crowley



Ladies
Pumpkin/Gourd
Centerpiece Gathering

Saturday, October 22, 10 a.m.

At the home of Johanne Hansen, 3821 Fuchsia Circle, Seal Beach. Bring a pumpkin or gourd and tiny plants to decorate. RSVP: phone 562 430-0130 or email: dandjhansen3441@gmail.com.

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Julian Drive

November 5-6



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- RSVP email: bowen6951@yahoo.com
- For Julian Lodge reservations call: 800 542-1420



by Carl Miller

Patti and I started out our day on July 23, 2016 a little early having experience with the 55 Fwy and Newport Blvd which was our meeting place in Costa Mesa. We had coffee and a croissant sandwich for breakfast at a Starbuck's as we sat peacefully watching the traffic build on the boulevard. We were only a few blocks from the Carl's Jr. meeting place so we were in no hurry to join the herd.

At our leisure we cruised the last few blocks right up until where we were supposed to turn right. Patti was in the middle lane and moving. I pointed out Carl's as we zoomed by and we made a big loop around to get back. The upside - as we sat behind a bus waiting for a green light, Patti looked at the gas gauge. Woo hoo there's a gas station right over there!

We met with the other intrepid drivers willing to brave the scorching heat and choking O.C. traffic to drive the coast and picnic by the ocean. 4 Triumphs ready to duke it out with the crawling parade of Beemers, Mercedes and Acuras. The truth is the weather was moderate with light fog rolling onto the shore much longer than I anticipated and kept the temps probably in the low 80's tops. Traffic was fine. We drove PCH and small narrow windy roads with nice houses and wider roads with nicer houses. We were definitely in "if you have to ask you can't afford it" neighborhoods.

Speaking of the 4 Triumphs. Have you ever - I mean EVER - been on a drive where the dominant model was the Stag!? Neither have we! But today, mark your calendars, we had 1 TR4, 1 TR6 and 2 Stags. Stags rule! We're not encouraging light turn outs but Patti and I tend to slip to the back of the pack and it's pretty easy to keep up with the leader when he's only 2 cars ahead! We had Scott and Kate, then Dick and Johanne followed by Paulette and finally us - and we all had a grand time.



Lots of good food to eat

raisin cookies we could eat. I sat facing the ocean. It was warm yet at times I could feel the cool moistness of the fog brush my face ever so lightly. It could have been sunnier, warmer, brighter, or dryer, but it could not have been better. After lunch we all walked part way down to the beach and some walked to the water and got their feet wet in the mighty and cold Pacific.



Going for a walk to the beach



Patti & Kate on the beach

Leaving was also easy. Scott led us straight out of the park to the toll road. We merged with the 405 and like peeling onion layers Scott and Dick split off at the 55, we exited at the 605 and Paulette continued home on the 405.

We're convinced this is a do-again drive. If you thought about this one but weren't sure, do 2 things - tell Scott & Kate to do it again next year, then go!

SCTOA

Joint Triumph Club

TRSC

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A NEW MEMBER SAYS “THANKS”

Dear SCTOA members,

I was deeply moved when I received the sympathy card signed by your members at your August meeting. I was also very pleasantly surprised when flowers from SCTOA showed up at Linda's memorial service. Linda never did learn how to tell the difference between the Triumph models, and Linda never really cared which club someone was a member of, Linda was just interested in the people that she met at the different Triumph events. Linda was a people person and touched many lives in her life time. I was fortunate to be one of those people, even though it was for a little less than five years. Linda was a TRSC member and the TRSC Recording secretary and the event calendar producer for three years. I expected there would be some TRSC members at Linda's memorial service, but again I was moved when I noticed that some SCTOA members that were not TRSC members also showed up. Thank you!

The actions of your club and some of the members have convinced me that I should become part of this group. I know that Linda would approve.

Please find the enclosed completed application form for SCTOA membership and my check for \$35.

Bob Jasper



A Night at the Drive In

By Tom & Candia Crowley

A fun time was had by all who attended the first annual Drive-In Movie Night on August 20, 2016 at the Mission Tiki in Montclair. We started our Saturday night adventure at McDonalds across the street from the drive-in. One of the first TR's to show up was a non-member. A Mr. Miyashiro who had found our event on the website and was interested in selling his red TR7. He mentioned he also had a TR6, Corvette and several other cars. Scott and Kate McKee did a thorough inspection of the car and took several pictures to advertise in the club newsletter. We gave Mr. Miyashiro a newsletter and invited him to join the club.

When we arrived at the McDonalds there were plenty of parking spaces. As time went by we found out that this parking lot was a busy pre-meeting place for the drive-in and the lot started to fill up fast. Would there be room for all our club members? Only time would tell. While waiting we saw a Cub Scout Pack from Pasadena and several other small groups of movie goers meeting up with other friends. They all enjoyed our mini car show we provided while waiting for everyone to show up.

After everyone finally arrived we ended up with 8 Triumphs and 25 club members, friends, family and grandchildren from both the SCTOA & TRSC. Great turnout for a first annual event! The first order of business was picking the movie we all wanted to see. There are four screens at the Mission Tiki and they all are double features for the price of one. What a deal. Pete's Dragon and Finding Dory was the overwhelming choice by all. With everyone loaded up with food and drinks from the Subway, McDonalds, and local Mini Mart we were ready to cruise across the street and wait in line for the gates to open. As we waited in line it was fun to hear the rumble of our Triumphs that showed up and see the faces of the children in the cars around us smile, look, and point the our classic cars.

The gates opened soon after we arrived and we headed into the drive-in to find a good spot to watch. We ended up midway back of the lot and center to the screen. The first thing we noticed was that we seemed to have lost a TR6. Lo and behold there was a lone TR6 sitting



Lined up waiting for the gates to open



“HI!” from midway back of the lot and center to the screen

in the lot for screen three. Allen Cox chose to see Sausage Party over Pete’s Dragon. No problem, lost member and car located!

The weather couldn’t have been more perfect for the event. The warm summer day started to cool off and a nice breeze blew over our cars. As the sun started to slowly set over the theater, our group set up chairs and small picnic tables and enjoyed dinner, snacks and the company of each other. Some of the older members who had been to a drive-in during their youth told stories about favorite theater locations and escapades. The Hansen’s had brought their grandchildren who were visiting from the Bay area who never had been to a drive-in. It was nice talking to them and finding out they were avid Giant’s fans as one would expect.



We know how to party - snacks galore

After dinner we held a mini-car show that attracted many theater goers from around us. We all voted, by ballot, for our favorite cars. In first place for the First Annual Drive-in Movie Night Car Show was Scott and Kate McKee's Stag. In second place was Bob & Bonnie Cullum's TR6. And taking a third place was Carl and Patti Miller's V8 TR4! Honorable mentions went out to Jim Funkhouser's Spitfire, Allen and Corine Cox's TR6, and Walter and Rosalyn Wolpert's TR6. Paulette Caudill's Miata and Jerie Keller's Jeep even garnered a few votes from the



1st. place for the First Annual Drive-in Movie Night Car Show.

crowd. Beautiful certificates in recognition of their hard work and dedication in the preservation of classic cars (and showing up to the drive-in!) will be provided at the next club meeting to the winners. Congratulations to all!



Keeping the TR6 warm

As darkness fell over the theater it was time for Pete's Dragon to start. Everyone got comfy in either their Triumph or lawn chairs outside. The theater's sound system operates via FM radio. No more old static sounding speakers. Most of us had brought small radios but a super thanks goes out to Carl and Patti

who brought a super large FM sound system that was outstanding. Walter had shared with me that his TR6 had no radio in it for over 15 years. He finally put one in Friday for the movie. It turned out he didn't even need it with all the boom boxes we had. Bob and Bonnie's TR6 hood was kept warm as the evening cooled down by a beautiful wool British Union Jack flag.

Cody and his girlfriend Angie had to be very careful as both his parents, Tom and Candia, Angie's parents Michael and Diane and Connor Crowley, Cody's younger brother were all in attendance. No funny business or fogged



windows for them during the movie as I remember doing during my youth! I guess you couldn't fog a window of a convertible right?

Pete's Dragon was good. Most of you know the classic children's story of a boy (Pete) who finds a dragon (Elliott) who protects him in the deep forest. Robert Redford plays a role in

"Has the movie started? I'm getting cramped in there..."

this movie. He sure looks good for an actor of 80 (lots of facelifts and make-up I believe). As the movie was playing we often glanced over to see how Allen was doing with Sausage Party. There were a few scenes that the Hansen's grandkids couldn't have been able to watch if you know what I mean! As with most, Pete's Dragon had a happy ending and everyone was left with a small tear in their eye and a smile on their face.

As the lights came up most of us decided to get our Triumph's home, to bed, and skip the second movie. It was great that none of us had a dead battery or needed a jump as a few others around us did. Our classic Lucas headlights gleamed in the moonlight as we motored out the drive-in and headed home.

This is what our classic Triumphs were made for. The enjoyment of the open roads and a pleasant evening at the local drive-in with family and friends. Thank you to all who attended and made this first annual event a fun success! We'll be sure to add it to the planning calendar for next year and hope more can join us.



BLOWN FUSES - THE LUCAS CONSPIRACY

TROUBLE WITH TRIUMPHS

Rewind 6 years - it started with "The TR8 and I aren't talking to each other...".



Back then I picked up a thermostat for it that the prior owner took out. The engine ran too cool which makes it a little problem for the fuel injection module as it wants to compensate for the cold engine; it'll start missing. I spent HOURS with her flushing out the radiator, looking at that fan that kept blowing fuses (I THOUGHT I had the fix for it) and I put in a new 180 degree thermostat. 8½ solid hours I worked on it!

I took her out for a spin and got stuck in traffic on the freeway; she set there stewing. When I finally got off the freeway I was making a beeline to home but still had traffic jams. Now she was steaming! She finally let me know that it was time to pull over with a little wisp of steam coming out the front. I immediately pulled in to a parking lot and lifted the hood. It was not a pretty sight, the poor thing was dumping her fluid out. I pulled out that little plastic card that all Triumph owners have - AAA. I had her trailered home and pushed her gently to bed in the garage.

I went out the following weekend hoping she had cooled down. Pushed her back out of the garage, add the lost fluids and started her up. She ran rough and it just got worse where she wouldn't run at all. I pushed her back in the garage and closed the door.

There are questions that were not answered while trying to sort out the blowing fuse. Why did each fan (2) have its own fuse? Why did they use different fans than in the TR7? Why can't replacement bolt-in fans be purchased? They knew the TR7 fans were too small so they installed bigger fans? The engineers knew they were trouble because they fused each one? Clearly the LUCAS conspiracy continued and it spelled trouble with Triumphs.

One thing I do know - load a motor down and it'll draw more amps. The motor that was blowing the fuses was being dragged down by the bushings or some other factor. I couldn't get into the motor to investigate so I bought some TR7 fan motors for the '8 but they did not fit in the location and the connectors were different. My next step was to replace the fans with a different fan(s) but I never got that far. The conspirators clearly had other plans for me.

OK, let's get back to today, 2016. My TR8 changed hands to Rob Bowen back in 2010 where he has taken on a major rebuild and updates.



Rob's
TR8

What he has done with the TR8 is truly stunning! You can imagine my surprise when he was lamenting about his TR8 blowing fan fuses - déjà vu.. Those same 35A fuses were blowing with the single fan he installed. Remember that you can't buy the original fans though I've been told that Porsche Boxster fans work @ \$170 each with some connector changes.

When installing the fan Rob thought "No problem there's a 35A fuse already there..." - seeing the problem? Remember last issue when I talked about how LUCAS conspired to rate their fuses differently? From that we found those 35A fuses are actually good for roughly 18A continuously. This is a bit weak for a large single pusher/puller fan. A general rule is to use a fuse that is 25% higher than the full current of the wire being fused.

Troubleshooting with the manufacturer as well as rereading the instructions (who REALLY does that!) Rob found an interesting sentence "A dedicated 30A power source is required". Rob went ahead and installed the dedicated line using a 35A circuit breaker, a 40A relay fused with a 30A fuse - all US rated devices. Per Rob "I took the power off of the alternator (10 gauge wire) instead of using the factory harness (16 gauge)". Problem solved; Rob reported the car running cool "Almost 2 hours (100*+) in stop and stop traffic and needle never went over half scale" with the fans going off and on as expected for over 250 miles.

It is most important to know what the current consumption is of a device before you install it or, like Rob, you can spend hours and months of "down time" sorting out the problem with your troubled Triumph.

All this due to the LUCAS conspiracy.



Temporary Relay



Added fuse block



Temperature Connection

-Scott



TR 6 LED TAIL/BRAKE LIGHTS



All done and a HUGE difference. Money well spent!

I saw an advertisement for Classic Auto LED's a couple of years ago and put them on my to do list. After almost getting rear ended at Cambria I decided it was time. I went on their web site and ordered and was told they were in the middle of an owner change and it would be a few weeks before they could ship my lights. Change finished and my lights came and I was really pleased.

Following the installation instructions I removed the tail light assembly and then disassembled them. I purchased all new gaskets for both inner and outer. After a thorough cleaning I started to put them back together.



LED and why it is far superior to stock



Where the silicone goes to hold in the LED



Reflector that has to be removed



After reflector removal



Removed reflector itself

I had a lot of grommets from my other project and used one to fill the hole where the old bulb went



The LEDs come with piggy back connectors for the grounds, follow directions.



The side marker goes on first, the reverse lens and turn lens are next red is last. Leave all loose until they are all on.



Lights ON - original light bulb is still in the left; new LEDs are in the right.



A STROMBERG CARB TECH CLINIC

by Tom Eckes

I finally got my GT6 running. I had been working on tuning the car, messing with timing and carburation. After lots of fiddling my neighbor said its probably time to drive beyond my little cul-de-sac. With Bob, my neighbor, with me we drove out of my block and crossed the street to drive



straight up the street across from me. The car was running well and Bob said give it some gas so I depressed the accelerator and I we could feel the torque; I was well pleased. Shortly after that but a couple of blocks up the gentle grade the car started to sputter and pinging so I made the turn at the top of the hill - the car quit running so I pulled over to the curb and stopped. I lifted the bonnet and look inside, because I thought I should do something, and everything looked in order. I closed the bonnet and got the car started long enough to make a quick U-turn. As soon as I made the turn I turned to key off and coasted down the hill. I stopped at the stop sign. Now all I had to do is start the car and cross the street and drive 150' to my house. I started the car and I made it across the street and the car sputtered and coughed and then the engine quit but I had just enough momentum to roll into my driveway. I couldn't believe that it went from running well to not running in such a short time. I when to the back of the car and laid down to look at the fuel filter next to the fuel pump under the car. The filter housing is glass so it was easy so see that it was completely packed with what looked like red sand. I had pumped all the old fuel out of the car before I attempted to start it. I then bought 3 gallons of fresh fuel and poured it in the tank before I started the car because I did not want to gum up the carburetors with old fuel. Apparently the actions of pouring new fuel in the tank and climbing the gentle grade up the street loosened the rust from the bottom of tank which got pump out and filled the fuel line and eventually plugged it completely with rust. I removed the fuel tank and inspected it. The tank was full of rust, I removed at least 2 cups of rust from the tank. Apparently the tank had previously been treated for rust because I found that the interior of the tank had a coating on it which was now hanging like bats in a cave from the top of the tank. I stood the tank

upright and plugged all outlets and filled the tank with white vinegar. I let the tank soak for week and then washed it out. Any area that did not have the coating on it was perfectly clean but I had to figure out how to get the coating out. I took 20 or so nuts and bolts and tossed them in the tank. I shook the tank for several minutes trying to dislodge the coating and washed the loose coating out. I then repeated this process several times until I removed all that I could and then I again let it stew in vinegar for another week. After the week I used the same process and I removed all the coating. I bought a fuel tank cleaning and coating system and performed the 3 step process and now I have a beautiful fuel tank. Step 3 in the process is the tank lining. I installed the tank and started the car and it ran OK but the rear carburetor was extremely rich. When I had started the car after the rust episode I had not installed a finishing filter after the main filter so some of the rust in the forward part of the fuel line got into the carburetor. I tried to clean things up but still the rear carburetor was running black & wet when I looked at the spark plug. I didn't know how to solve the problem and quite frankly I was uncomfortable about the idea is removing and disassembling the carburetors.

After fiddling and aimlessly messing and tweaking with the carburetors I made a call to Bob Keller. I called Bob because I found on our website had Bob Keller is listed as a Stromberg carburetor expert. When I called Bob I told him my situation and basically I asked, "CAN YOU HELP ME?" Bob was cool and calm, as he always is, and said, "Do you want to turn this in to a tech session?" I said that it was a good idea so I contacted Bob Cullum and sent a call out the club to see if there was anybody interest in a Stromberg Carburetor tech session at my house. The answer was, yes! There were 6 club members that were interested in learning about their Stromberg carburetors so we set up a Tech Session on a Saturday at my house.

The Tech Session Saturday arrived. I pushed the cars out of the garage and set up a work station table and a social table and slowly the people started to arrive. I had some bagels and coffee in the garage and we toasted bagels and drank coffee and went out to our cars and showed each other this and that about our



cars until finally Bob Keller, Techman and teacher shows up.

In attendance were; **Bo Marron** in his Spitfire, **Mike McKittrick** with his Blue TR6, **Tom Crowley** with Red TR4, **Loren Wood**, **Gary Hunt** and Old Paint, **Bob Keller** with Jerie's TR6 and **Tom Eckes**.

I had the carburetors off of the GT6 and on the table ready to be serviced. Bob proceeded to tell us what he knows about these engineering master pieces. He had us systematically dismantle the carburetors. Everyone in attendance was engaged in the process. Everyone had a hand doing something. Bob had us spray and clean with spray carburetor cleaner spraying every opening and orifice until they were clear and open. The tech team assembled the pieces back to a completed state. It was getting late and we now installed them on the



car. The ignition was turned on and varoom, the GT6 came to life. The tech session was a success! I believe that everyone that attended now had a certain comfort level of working on their own Stromberg carburetors and some even said so. After Bob Keller's tech session we all now have an appreciation, as Bob taught us, of the simplicity and efficiency of these engineering masterpieces. The club members are very nice people and extremely helpful. I met Mike McKittrick for the 1st time. We had pizza for lunch and some laughs and a overall a really great day.



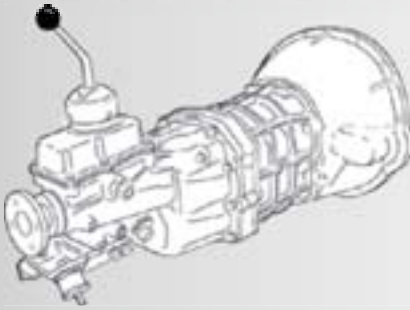
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High Tea at Pamela's Tea Room

Pamela has been the go-to gal of the tearoom circuit since she began winning awards for her scones in the 1990s. She has carried on the tradition of serving made-to-order tea sandwiches, homemade soups and fresh-baked scones at this current establishment for the last 14 or so years.

For the second year SCTOA & TRSC Wives and their husbands came to participate in High Tea in the true British tradition with this menu:

Fresh pot of English teas
soup du jour
tea sandwiches
side salad & crisps
fresh scones with jam & cream



Pamela's Tearoom also is home to a British store where 90% of the stock is comprised of British imports. I was able to buy a cherry cake again (similar to a fruit cake) that I waited a year for. Kate picked up several aprons as well.



When the table was ready we all sat down to experience the joys of 5 different teas, sandwiches and scones. Last year I did not drink the tea but this year I tried the Black Current tea - the first tea I actually liked! Everyone was having a blast trying out the various teas which allowed us to thoroughly enjoy our time.

OK - for the **SECOND YEAR** in a row the **STAGs** outnumbered all the other Triumphs that attended this event. A new first is ALL the Triumphs that were driven to this event were **Rover V8** powered. To cap our event we parked all the Triumphs in front of Pamela's Tea Room for pictures with the owner - Pamela.

Pamela



Thank you Jerie Keller for planning this excellent outing. What a great day!

-Scott

SCTOA GENERAL MEETING MINUTES

Date: Tuesday September 6, 2016

Location: Geezers 12120 Telegraph Rd, Santa Fe Springs, CA 90670

Number of Members in Attendance: 18

Meeting was called to order by Bob Cullum, President at 7:35pm

New Business:

- Bob Cullum thanked Patti Miller for taking charge of the August meeting. He also thanked Patti for her recruiting skills in finding a volunteer for club secretary.
- Bob Cullum made a motion to elect Tom Crowley as the new club secretary, effective this meeting. The motion was seconded by Bob Keller and everyone in attendance.
- John Kincaid's 1973 TR6 was purchased by Bob Prieve's son-in law Peter Jantz. John visited the July meeting.
- The SCTOA was featured in an article in the September 2016 Westways Magazine. Bob explained that a quote in the article attributed to him was in fact from the article used for the Pomona Swap-meet newsletter of October 2015 that was crafted by Billie Burroughs and Bernie Demarkey.

Past Events:

- 8/13/2016 - High Tea. Jerie Keller shared there were smaller groups in the past, however there were several new attendees at the event held at Pamela's Tea Room. There was a mistake in the time in the newsletter and most showed up very early. Three ladies in attendance wore hats to the event. Several teas were available to sample and the food and service was outstanding. Jerie held a small raffle at the end. Two Stags and a TR7 were at the event and the owner took pictures with the cars and club members after the tea.
- 8/20/2016 - Drive-in Movie Night. Tom Crowley reported on a fun and successful event held at the Mission Tiki Drive-in. There were 25 club members, family, and friends and eight Triumphs from both clubs. It was a nice evening for a movie and everyone had a fun time seeing Pete's Dragon. Tom handed out award certificates to winners of the car show held at the event. Patti & Carl Miller third place. Bonnie & Bob Cullum second place and Kate & Scott McKee first place.
- 8/21/2016 - Triumphest Stuffing Party at Patti & Carl Millers. Bob Cullum reported that there was a good turnout, from both clubs, for a work party and bar-b-que held by the Millers. All work was completed in a short period of time and a great bar-b-que ended a relaxing summer afternoon.

Reports:

- Membership - Paulette Caudill reported that membership is at 167 and we added one member in August. Bob Jasper joined the club and wrote a letter stating how touched he was from the club outpouring of support after the passing of Linda Letsom.
- Treasury - No report as Rob Bowen was not in attendance.
- Newsletter - No report as Scott McKee was not in attendance. Patti Miller brought up the fact that, if you are advertising a vehicle for sale, the club website shows the classified ads are active for six months and the

newsletter states they are active for three months. A discussion was held and it was suggested by President Cullum that newsletter classified ads should be active for four months or two issues.

- Advertising – Loren Wood reported that he is finalizing a report of advertisers that will be removed from the newsletter. He will send the list to all board members when completed.
- Regalia – No report as Allen Cox was not in attendance.
- Secretary – Tom Crowley was elected to the position of club secretary and had nothing to report.
- Future Events – John Roberts
 - 9/8/16 – 9/11/16 – Triumphest hosted by the TRSC at Ventura Beach Marriott at 2055 E Harbor Blvd, Ventura.
 - 9/24/16 – Cody Crowley’s Glendora Drive. Flyer is on the website. Meet at Starbuck’s at 1832 E Route 66, Glendora at 8:30am. Leave at 9:00am. After a 35 mile scenic drive lunch will be held at Ray’s Tepeyac at 1055 N Azusa Ave, Covina.
 - 10/3/16 – 10/7/16 – VTR Nationals 2016 to be held at the Tanglewood Resort, Pottsboro, Texas.
 - 10/4/16 – SCTOA Club Meeting at Geezers. Robert reminded the group that it will be the Food Drive meeting.
 - 10/15/16 – Bob Muzio’s Falling Leaf Drive. Meet at Gilson’s at 2227 Mulholland Highway, Calabasas at 9:30am. Leave at 10:00am. Email: tr_jag@yahoo.com for info only, no RSVP.
 - 10/22/16 – Johanne Hansen’s Ladies Pumpkin/Gourd Centerpiece Class at 3821 Fuchsia Circle, Seal Beach at 10:00am. RSVP: Phone 562-430-0130 or email: dandjhansen3441@gmail.com
 - 10/23/16 – Los Alamitos Chamber of Commerce 15th Annual Wings Wheels Rotors Expo at Los Alamitos Army Airfield, Los Alamitos. See website: www.wwrexpo.org
 - 10/29/16 – Patti & Carl Miller’s Halloween Party at 10837 Floral Dr, Whittier at 5:00pm. Chili cook-off, costume contest, and more. Flyer is on the website. RSVP: Phone 562-576-2630 or email: cmiller1948@charter.net

Open Forum:

- Bob Cullum shared he had been contacted via email about a BRG 1968 Spitfire MK3 with 77K miles is for sale.
- Richard Smirnoff shared about his trip to the Monterey Car Week. He and his family visited the Carmel Conkurs on the Avenue, car show at Pacific Beach, classic car races at Laguna Seca and the Conkurs de Lemons. They had a great time.
- Loren Wood shared that he is having trouble with his new overdrive switch that is being hit by the gear shifter in first gear. Bob Cullum suggested he visit Triumphest and speak with the on-site vendors for possible solutions.
- John Roberts shared that his has noticed that police have been very friendly to open top cars.
- Paul Smock shared that new drivers are being trained on what to do if stopped by police. If at night it is suggested you turn on the dome light and keep your hands on the wheel.

President Cullum adjourned the meeting at 8:28pm.

There was no raffle or board meeting held this evening.





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Classifieds

Cars & Parts for Sale

Our classified section is available to anyone (members and non-members) who has a Triumph car or parts for sale. We will also list TR cars or parts wanted. There is no charge for this service. It is helpful to send a photograph of your items for sale. Your classified ad will also be posted to our web page.

The best way to offer your car or parts for sale is to send the information to our newsletter editor s-mckee@att.net and your information will be printed here.

Your ad will run for two issues, then will be removed from the system. If you sell your car or parts, please contact the editor so your ad can be removed, and you will not be annoyed with calls after your items are sold.

1970 Triumph Spitfire special construction For Sale. Found at an estate sale. Runs and drives great; registration is current. What we know about the car is the late owner started with a 1970 complete triumph chassis, consisting of rear end& suspension, transmission, motor, front suspension& steering components and floor pan. He fabricated the frame and body shell to fit the Triumph chassis.

don't know the mileage. \$5,900 or OBO
Contact Shawn
310 780-5524



1976 TR6 for Sale. Red. Purchased by my husband in 1976 from a dealer in AZ. A CA car passed smog test 2 years ago, due for a new test in November. Receipts for everything done to the car, including the original bill of sale. New seats, carpet and top. New master cylinder and brakes, new oil pan gasket recently. The paint and engine are original. Always been garaged and covered. 86,000 miles on it. The car is in Aguanga, CA (12 miles east of Temecula). \$15,000 /OBO. Carolyn Halberstadt
760 5198924 - jchalberstadt@gmail.com



1974 TR6 Wheels for sale. Recently powder coated with 4 beauty rims. Only a reasonable offer accepted.
Eddie Jones 1-310-216-7378

1980 TR7 for Sale. Red. Fuel Injection. Rebuilt engine and transmission. New top. AC not functional. Smogged. \$2,500/OBO.
Lloyd Miyashiro, Upland 909-222-0907



1980 TR7 For Sale, \$5,800 For Sale: 1980 TR7, Conv. 5 Speed. 2nd owner. No rust, Orig. paint. 48700 miles (Garage 11 Years). last 4000 miles new valves, head & radiator, alternator, starter, hoses, belts fuel pump plugs, rebuilt dual stromberg carbs. tuned and smogged , licensed to 2017.new tires (2) seats reupholstered, top ex. cond. 5 speed total rebuilt, new clutch, pressure plate. new gas tank float/sending unit. electrical system works excellent. radio/tape, new antenna. clean dmv, no accidents. windows all good. (seat belt passenger side, lap only. driver lap and cross chest belt) All Receipts from British Cars USA, N Hollywood, CA. Contact Vincent: 1-661-992-7876 Lancaster CA - 7/16



Monthly Events

BELMONT SHORE BRITISH CAR NIGHT

First Wednesday of Every Month

Drive your pre-1980 British car, to the Belmont Brewing Company between 6-8 pm. Park on the West side of the Belmont Shore Olympic Pool.

Contact: Tim Clark at babula@peoplepc.com

PV COFFEE AND CARS - THE PLACE TO BE!

First Saturday of Every Month

7:30 am to 9:00 am

Peninsula Shopping Center at Hawthorne Blvd & Silver Spur, Between Burger King & Starbucks

Contact: Howie Margolies, howiemargolies@aol.com

SAN FERNANDO VALLEY BREAKFAST GROUP

First & Third Saturday of Every Month

SCTOA and TRSC club members meet at 9 am, rain or shine. The meeting place is at Bob's Big Boy, 4211 West Riverside Drive, Burbank, CA. After breakfast, the group moves to the parking lot for the traditional tire kicking, bonnet raising, Triumph tales and frequent "Mini Tech Sessions."

Directions:

From the East; Exit the 134 Freeway at the Hollywood Way exit, turn left on Alameda Avenue, which merges with Riverside Drive after five blocks, Bob's Big Boy is on the right [North] side.

From the West; Exit the 134 Freeway at Pass Avenue, turn right and drive one block to Alameda Avenue. Turn right [West] on Alameda which merges with Riverside Drive in one block. Bob's Big Boy is on the right [North] side.

Contact: Dale Berman at Dalebermanphoto@earthlink.net, 818-841-0200

ORANGE COUNTY BREAKFAST GROUP

Second Saturday of Every Month

1) 6:00 am or earlier: "Car Show" at the Enderle Center of Tustin. N/W portion of the Center's parking lots, cross streets 17th & Yorba, 1/2 block East of SR 55'.

2) 8:00 am: Caravan to breakfast via non-freeway roads that will test most TR's.

3) 9:00 am: Breakfast at Watson Drug just East of the Orange Traffic Circle on Chapman. Plenty of TR parking in the lot south of the Drug Store.

Contact: John Gladysiewicz mijig@aol.com

GOLDEN COVE BRITISH CAR MEET & BREAKFAST

Third Sunday of Every Month

Gathering of LBC's of all Marques. Ocean view parking lot. Cars show up by 9:00 and stick around until the car stories run out and have breakfast

Address: 31250 Rancho Palos Verdes Drive West Hawthorne Blvd
Rancho Palos Verdes, CA, 90274

Contact: John Roberts, (310)-384-8491, scouse2@aol.com

Paulette Caudill, (310) 322-2546, paulette.caudill@att.net



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Calendar of Events

Look here for more events each month

October

- 4 SCTOA Club Meeting and Food Drive & White Elephant Sale
- 3-7 VTR National Convention at Pottsboro, TX - <http://vtr2016.org/>
- 15 Falling Leaf Drive (TRSC) - Bob Muzio (818) 703-1846, trjag@yahoo.com
- 16 Pomona Swap Meet and Classic Car Show
- 22 Gourd Centerpiece - Johanne Hansen at (562) 430-0130 or dandjhansen3441@gmail.com
- 29 Halloween Party - Carl and Patti Miller, cmiller1948@charter.net or 562 576-2630

November

- 1 SCTOA Club Meeting and White Elephant Sale
- 6 Teddy Bear Run, Ventura
- 5-6 Julian Drive Rob & Bonny Bowen RSVP bowen6951@yahoo.com
- 15 Peterson Museum - John Roberts, (310)-384-8491, scouse2@aol.com

December

- 3 Christmas Party at George and Zelda's Home
- 4 Pomona Swap Meet
- 6 SCTOA Club Meeting
- 10 Planning Meeting

January 2017

- 1 New Year's Day Drive - Robert Tyler, (661) 298-1405, rtyle@socal.rr.com
- 3 SCTOA Club Meeting

February

- 7 SCTOA Club Meeting
- 11 Valentines Day Brunch

March

- 7 SCTOA Club Meeting
- 6 Pomona Swap Meet and Classic Car Show

April

- 4 SCTOA Club Meeting

May

- 2 SCTOA Club Meeting

*See you at the next event!
Don't forget to bring your Triumph!*



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There are no conditions or requirements for membership to SCTOA. The information on the membership form will be used to better serve the needs of SCTOA members and sponsors. All information is optional and will never be sold or given away for commercial use. Membership information (less your street address) is published in a yearly roster, and distributed to all SCTOA members through The Triumph Standard Newsletter. You may request that this information be withheld, in writing, per the Privacy Act of 1974.

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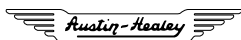
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The SCTOA club meeting is held on the **FIRST TUESDAY OF EACH MONTH**, @ 7:30 p.m. at: Geezers, 12120 Telegraph Rd., Santa Fe Springs

Regional Breakfast Groups

Please check with your area's chairperson for the location, time, & date. (See "Monthly Events" for details)

Coming Soon Mark Your Calendar:

October

- 4 SCTOA Club Meeting and Food Drive
- 3-7 VTR National Convention at Pottsboro
- 15 Falling Leaf Drive
- 16 Pomona Swap Meet and Classic Car Show
- 22 Gourd Centerpiece
- 29 Halloween Party

November

- 1 SCTOA Club Meeting
- 6 Teddy Bear Run, Ventura
- 5-6 Julian Drive
- 15 Peterson Museum



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