



# T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 4

APRIL, 1970

## SPITFIRE DOES IT AGAIN!

### “SONIC” Spitfire Wins Contest For San Francisco Designer

When, last year, the Triumph/Rover division of British Leyland Motors Inc. inaugurated its very successful Great Car Painting Competition at the New York auto show, it was expected that thousands of entries would be received but scarcely that the winner would submit a design of real commercial potential.

Winning entrant was Jeffrey L. Pasco, a 25-year old graphics artist from San Francisco, who has designed the “Sonic” Spitfire. Vertical stripes in contrasting darker color lead from rear to the front of the car in the same sequence as sound waves are set up by a supersonic aircraft when exceeding the speed of sound. A similarly painted Triumph Spitfire MK III was exhibited for the first time at the New York show.

“My entry was developed after thorough study of automobile paint design trends and I feel my ‘Sonic’ design is the next logical step in competition striping”, says Pasco. Triumph executives think this striking and contemporary treatment may well become popular in an age which is going more and more ‘Super Sonic’.

The “Sonic” Spitfire at the show is finished in White with French Blue, as in the winning entry. Sienna with Black was also suggested, as well as ‘Sonic’ stripes painted horizontally.

### CAR AND DRIVER Readers Select Mk 3 Tops In Reader’s Choice Category I

The Triumph Spitfire MK 3 has again been selected by the readers of Car and Driver magazine as the best Sports/GT car in its class.

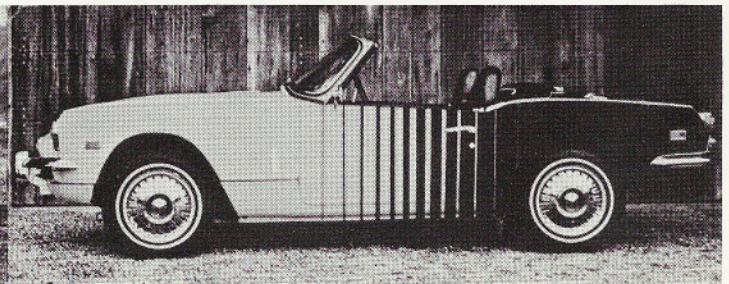
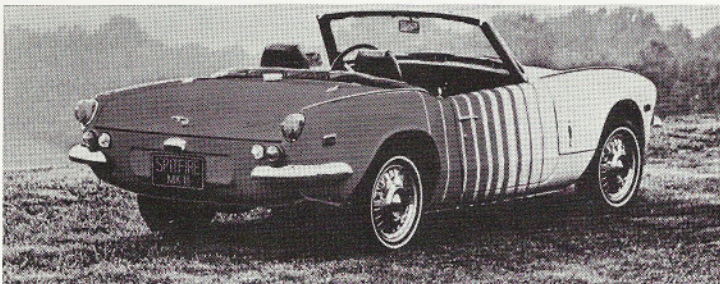
Bruce McWilliams, Vice President Triumph/Rover Division of British Leyland Motors, Inc., Leonia, New Jersey, received the award from Car and Driver publisher Orison B. Curpier at a special ceremony held on the occasion of the New York International Automobile Show, which concluded April 12.

Publicized by Car and Driver magazine (which has a monthly circulation in excess of 500,000) as their 7th Annual Readers Choice Poll winners, the top selections in the various categories are described as ‘the 13 best cars in the world as you picked them.’

The Triumph Spitfire, coupled with the Triumph GT 6+ coupe was selected as Best Sports/GT Car, Category 1: gaining 42 percent of the poll.

Car and Driver commented ‘holding steady with over 40 percent of the poll Triumph’s nearly indestructible economy sports cars have a grip on the first sports car market that can’t be loosened.’

The Triumph won out against such other makes as Fiat 850 Coupe/Spider (23 percent), Datsun 1600 (17 percent), MG Midget (8 percent) and Volkswagen Karmann Ghia (5 percent).



TRIUMPH INTRODUCES NEW “SONIC” SPITFIRE AT N. Y. AUTO SHOW

This “Sonic” design was selected as the winning entry in “The Great Triumph/Rover Car Painting Competition”. San Francisco graphics designer Jeffrey L. Pasco, who developed the prize-winning design, says it is “the next logical step in the trend towards competition striping”.

## RACING SEASON PICKS UP SPEED

At the Holtville National races, held on the airport course in Southern California, the Triumph Competition Department team began to gather some headway. Jim Dittmore, after hard luck in the first two western events, qualified on the CP pole with the white TR-6, over a second faster than Alan Johnson in the Porsche 914/6. Lee Mueller, in the other TR-6, was close behind.

On the parade lap, both cars fouled plugs and it looked for a moment as though the jinx had returned. However, Dittmore held second on five cylinders for a lap then pitted quickly, roared out with fresh plugs and finished second. Mueller, following an equally speedy change, went on to finish 4th.

Carl Swanson, in the GT-6 Plus, had even better luck, leading the fastest D Production Datsun by over 15 seconds for a well-earned first place. After leading for the entire race, Carl had to pit to close the hood which had mysteriously popped open. Despite the stop being very late in the race, he caught up for the win. Don McGaffee finished a strong third in his GT.

### Eastern Activity Begins

The Washington Region staged National races at Summit Point, West Virginia, over April 11th and 12th. Main contestants in the CP event were Bob Tullius in the TR-6, Jim McCashin in another TR, Bruce Jennings' Porsche and the Datsun 240Z of Bob Sharp.

At the flag, Tullius went into the lead, not to be seriously challenged. McCashin had a brief battle with Jennings, passed and moved ahead to take Sharp on the straight, before retiring with a bad clutch. More CP competition is expected this year as a Porsche team, headed by Peter Gregg, will be travelling all the eastern Nationals.

D Production was all Brian Fuerstenau and the GT-6 Plus as he led from flag to flag. FP was another story as Ken Slagle and John Kelly lined up for practice. Ken is driving the 1969 Group 44 Spitfire while John has a new Group machine. Ken qualified on the pole and Kelly wound up 6th on the grid. At the start, John immediately caught up to Ken and the race continued as a nose-to-tail duel.

Part way through the race, Kelly bumped Slagle gently at the end of the straight. Both cars spun off with minor body damage. In truly courteous fashion they re-entered the race in the same order . . . Kelly a few inches off Slagles tail . . . and continued the battle until Ken spun again, allowing John the lead and the eventual win.

## S.O.C., ENGLAND

Received a chubby envelope in the mail a few weeks ago with a note from Melvin F. Thorley, Treasurer and Membership Secretary of the Spitfire Owners Club based at Davenport, Stockport, Cheshire, England. The group, which numbers upwards of 200 members, is interested in receiving club publications from the United States and will return the favor with copies of their own magazine "FULL CHAT". For the uninitiated, Full Chat is a Britishism for "flat out" or "full bore". Are you with us?

Like clubs on this side of the Atlantic, the S.O.C. promotes to every owner in their area. One item, apparently designed for mailing or use under windshield wipers of parked Spitfires, is the following, which gives an accurate description of the pleasures of club membership.

"Founded in 1964, the Spitfire Owners Club has catered for the interests of Spitfire Owners to a degree which we are sure would be the desire of many clubs much larger than ours. Our annual calendar attempts to include at least Two Driving Tests, One Dinner Dance, Twelve Sunday events and regular evening social gatherings. We cater for all ages, both sexes, and hope to arrange something in the coming few months to interest everyone.

In the past we have gathered our members from a widely spaced cross section of drivers and looking through our list of members we see the distant places from where some of our members have travelled to support our events.

We hope you will think carefully about joining and having done so send your application form to our membership Secretary. In return for this he will send you a membership card, a sticker for your windscreen and regular monthly newsletters."

Hoping to have the pleasure of  
considering your application,  
yours faithfully,  
THE COMMITTEE

Local T.S.O.A. groups in the United States should write or send publications to:

Mr. Melvin Thorley  
14, Sterndale Rd.,  
Davenport, Stockport  
Cheshire, England



**TRIUMPH RACING EAST:** Bob Tullius, head of Group 44, poses with the GT-6+ and TR-6 that will be campaigned by his team in 1970. Scene is outside the Group 44 shop in Falls Church, Virginia. See "Racing Season" story for news of the Group's first 1970 victories.



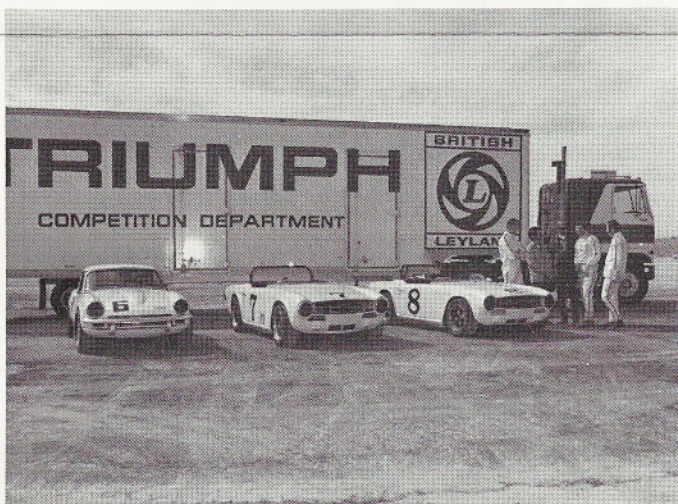
Great Triumph Car Painting Competition National Winner, Jeffrey L. Pasco, gives a victory wave as Harold Menzies, Jr., San Francisco Triumph dealer, presents him with the keys to his grand prize, a 1970 Triumph Spitfire. Also participating in the ceremonies are Henry Noppe, Northwest Zone manager, Leyland Motor Sales, Inc. (left), and A. C. Swindle, director and general manager, Standard-Triumph International.

## IDEA FOR GT-6 OWNERS

The idea concerns the rear deck carpet. After almost tearing one of the snaps off I had the following done at a shoe repair store. Around each snap, on the bottom side, I had a leather shoe tongue sewn around the snap in such a way that there was approximately 1 inch of the tongue around each snap and about a 3 inch tab sticking out from the bottom. Since doing this not one snap has torn.

Yours truly,

Charles D. Eichorn, II  
136 Roberta Drive  
Hendersonville, Tennessee 37075



**TRIUMPH RACING WEST:** The National Competition Department now hits the road in style in the big blue and white van shown. Lined up are Carl Swanson's GT-6+ and the TR-6's of Jim Dittamore and Lee Mueller. In that order, they are shown at right with Jim Coan and Kas Kastner.

## "LETTERS WE LIKE" DEPARTMENT

4 Midrocks Drive  
Norwalk, Conn. 06851

April 8, 1970

British Leyland Motors, Inc.  
600 Willow Tree Road  
Leonia, New Jersey 07605

Gentlemen:

As of this morning, the odometer on my 1963 TR-4 read 113,680 miles. I thought you'd like to know. Prior to this automobile, I owned a TR-3 and was impressed by its performance and ruggedness, which was what prompted me to purchase the TR-4. After 100,000+ miles, I think it is safe to say that I made a wise decision.

Although never raced, the car has been driven hard and fast. It starts as well in sub-zero temperatures as at more normal ambients. Aside from some problems during the first 12,000 miles, the car has required virtually no maintenance other than periodic preventive, which includes cleaning and resetting points and plugs, resetting timing and adjusting carburetors at 5,000 mile intervals. Plugs and points have lasted as long as 50,000 miles and fuel consumption continues to be fairly constant at 23-25 mpg. The only major repair performed to-date was an engine overhaul (liners, pistons, rings, and rod bearings) needed to overcome excessive oil consumption caused by a hole burned through the wall of number one piston. Otherwise the remainder of the drive train has never been touched, although I believe I've used up just about all of the available adjustment for the clutch throw-out bearing.

In spite of the fact that I can't claim to be a professional mechanic, my capabilities have been sufficient to enable me to perform virtually all necessary maintenance. I have found all areas requiring maintenance to be very accessible and repairs have been straight forward, with very few surprises. So far, the need for special tooling or fixtures has been non-existent.

My plans for the future are to drive the car either until it collapses or until it becomes uneconomical to repair it. I probably will even have a few rust spots repaired this summer and may even consider a paint job. As far as I know, the only repairs necessary in the not too distant future are front end (upper ball joints a little sloppy) and rear brake linings.

So, hats off to Triumph for creating what must be the most rugged car on the road. I thought my old VW had guts, but considering the difference in performance and use of the two cars, there's really no comparison. So rest assured that when my "little green giant" does one day give up the ghost, that Triumph will be my first consideration for a replacement.

By the way, I'm still running with the original tires—Michelin X, of course.

Cheers,

R. C. Wagman

## LOCAL CLUB NEWS

1970 slates of officers must be complete at nearly all of our member clubs by now. Here is the Toronto group.

### 1970 EXECUTIVE

*President*—Ken Pearce  
*Secretary*—Jane Ann Potts  
*Treasurer*—Bob Black  
*Competition Director*—Bill Thomson  
*Membership Director*—Anthony Straw  
*Social Director*—Ken Godfrey  
*Muffler Committee*—Barbara Pearce  
Lou Bennett  
*Club Directors*—Ken Hill  
Jim Oldham  
John Ridington  
*C.A.S.C. Stewards*—Lou Bennett  
(by request)  
*Club Custodian*—Jim Jewell  
*Club Librarian*—Bruce Plumb

The Toronto Branch of T.S.O.A., a C.A.S.C. affiliated club, meets on the first and third Tuesday of each month at Michael's Restaurant in the North Park Plaza, at the corner of Keele Street and Lawrence at 8:00 P.M. Guests are welcome.

The Wisconsin T.S.O.A. faces 1970 with this group of new officials.

*President*—Bill Kuckenbecker  
*Vice President*—Bob Wirth  
*Secretary*—Al Mattacotti  
*Treasurer*—Jim Taylor  
*Trustees*—Bob Lorenzen  
Gary Hawk  
Russ Eichman  
*Director of Activities*—Bob Lorenzen  
*Director of Membership*—Terry Esrael  
11332 W. North  
Avenue  
Milwaukee, Wis.  
53213

The guiding Board for the Triumph Touring Club of Rochester will be:

*President*—Dave Rogers  
282 Barrington Street  
Rochester, New York 14607  
271-7924  
*Vice President*—Al Isselhard  
*Secretary*—Mary Rogers  
(See address above)  
*Treasurer*—Ken Bauer  
*Activities Director*—Dick Zwitzer  
*Assistant Activities Director*—Paul Chechak  
*Member At Large*—Harry Abraham  
*Genesee Rally Council Representative*  
Dick Zwitzer

The TRIUMPH TOURING CLUB OF ROCHESTER, INC., holds a general meeting the first Tuesday of each month. Meetings are open to all interested persons and are called to order at 8:00 p.m. at the Colonial Hotel, 1129 Empire Boulevard, Rochester, New York. Please see the schedule of upcoming events, or contact the President for the date of the next meeting.

## COMING EVENTS

### Triumph Club of Miami:

May Rally on Saturday the 16th. For information, call Madelyn Altman, Secretary, at 305-945-9879.

### Triumph Touring Club of Rochester:

Rally, May 10th. Contact Dick Zwitzer, 1500 University Ave., Rochester, N.Y. 14610, 716-473-8530.

## CLASSIFIED

### ITEMS FOR SALE:

Selection of TR-4 body panels (one of each) in good used condition. From 1962 TR-4 . . . separately or complete body. Building Fiberfab. Gerald A. Luton, 1649½ N.W. 10th, Apt. 5, Oklahoma City, Okla. 73106.

6 wire wheels and adaptors from 1969 GT-6. \$120.00. Chuck Eichorn, 136 Roberta Dr., Hendersonville, Tenn., 37075. 615-824-2693.

### ITEMS WANTED:

Overdrive gearbox for TR-4. Will swap standard box or purchase outright. Gerald A. Luton, 1649½ N.W. 10th, Apt. 5, Oklahoma City, Okla. 73106.

## TSOA SUPERMARKET

### OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin zipper jacket with two white racing stripes. Mandarin collar style with side pockets, elasticized waist. Order direct from:

Louisville Manufacturing Company  
P. O. Box 1436, Louisville, Kentucky 40201

Specify: small, medium, large, extra-large . . . . . \$4.75  
Ladies' sizes, specify small, medium or large . . . . . \$4.75  
Jacket with button-in red acrylic pile liner . . . . . \$9.00

The following items are to be ordered from TSOA Leonia.

### TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, x-l . . . . . \$4.50  
Local TSOA Club "Calling Cards" . . . . . FREE  
List of Triumph Dealers and Distributors . . . . . FREE  
Replacement TSOA Badge . . . . . \$1.00  
Triumph Automobile Association badge . . . . . \$1.50  
GT-6/2000 Competition Preparation Manual . . . . . \$2.00  
TR-4 TR-4A Competition Preparation Manual . . . . . \$2.00  
SPITFIRE Competition Preparation Manual . . . . . \$2.00  
TR-250/TR-6 Competition Preparation Manual . . . . . \$2.00  
British Leyland HIGH ROAD Magazine . . . . . \$6.00/year  
Complete list of Competition Parts for all Triumphs . . . . . FREE  
TSOA Jacket Emblem . . . . . \$1.00  
(Club Discount — 1 Dozen) . . . . . \$10.00  
Official Triumph Jacket Emblem . . . . . \$ .50  
Triumph Competition Stickers, Mylar . . . . . 3 for \$1.00

Send Check or Money Order. No. C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605 TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.

EDITOR, MICHAEL L. COOK