



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

111 GALWAY PLACE • TEANECK, NEW JERSEY 07666

VOLUME 14, NO. 8

AUGUST, 1968



Beginning with Triumphs and Rovers and stretching back to heavy-duty Leylands and Alions, the products of Leyland Motor Corporation are ranked in front of one of the assembly halls. Photo taken prior to merger with BMH.

WORLD MARKET CHALLENGE

Now that the merger of the Leyland Motor Corporation and British Motor Holdings is complete, the process of integration must begin. It will take some years to achieve. By careful selection of models and proper use of manufacturing facilities, the new company will have a complete line of cars and trucks, with little duplication but with a vehicle for every need.

Plans call for a Volume Car Division, Specialist Car Division, Truck and Bus Division, Construction Equipment Division, General Engineering and Foundries Division, Pressed Steel Fisher Division and Overseas Division. It is easily seen that Triumph, along with Rover and Jaguar, falls neatly into the Specialist category, while the vast complex of the British Motor Corporation is more suited to Volume Car production.

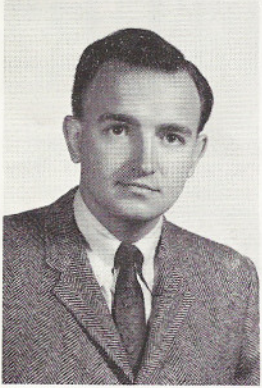
Now the fifth largest automobile and truck manufacturer in the world, British Leyland will not be a fully integrated organization for several years. Some steps have already been taken to reduce the number of models made but, as you can see by the photos on this page, there are still a tremendous number of cars and trucks to suit the needs of each of the over 100 countries in which the company's products are marketed.



Add this neat row of British Motor Holdings products to the above and you have the complete British Leyland line. Mini-Moke at right forms sharp contrast to Jaguar 2 plus 2 at left.

One Good Office Deserves Another

TSOA Club President Runs For Congress



MIKE JAMES

How many times does a club, especially a sports car club, offer public testimonials for one of its officers? Usually, gripes, moans and public scorn are the rule and the holder of a club office finds himself longing for the end of the year when he can join the group and badger somebody else for a change.

Less than a year ago, Mike James, of Baltimore, seemed headed for the usual club president's fate. He had founded a new group, the Triumph Sports Car Club of Maryland, and had 83

charter members at the first meeting, a fine group of potential problems. But, it didn't quite happen that way.

Less than a year old, the TSCC of MD has 263 members and a fine record as a club including running rallies for both experts and novices, benefits for orphans and many other events. Much of their success has been due to Mike and his employers, the Berger Motor Car Company, one of the oldest Triumph dealers in the country. All of this information comes to light in a letter from Ed Goode, Vice-President of the club.

Mike has left the office of President, not for business reasons but to run for higher office. As November approaches, he will be in the heat of the race for Congressman from the Fourth District of his home city. Ed Goode, Bill McFarland, who will succeed Mike, and the entire Maryland group have asked us to send Mike on his way with good wishes. We do, we will and we hope, whatever his politics, that he carries his organizing ability with him to Washington.

Roughest, Fastest, Wettest

Though run April 11-15, the East African Safari rally has not been well reported in the United States. It was won by a factory-entered Peugeot but the finest effort came from a smaller, private team. Entered by the Leyland Motor Corporation of East Africa, two Triumph 2000's stood up to the strongest works teams and came close to beating them all.

Driven by Viscount Tim Mandeville and Stuart Allison, a 2000 sedan finished third overall, one of only seven cars to get through the 3,075 mile course. The other Triumph, driven by H. Lawrence-Brown and Jim Hegarty, was well in the lead at Mombassa, two-thirds of the way along, when the throw-out bearing disintegrated.

Despite lack of spare parts and service en route (some of the factory teams had helicopter support) the two-car Triumph entry did a tremendous job and the Mandeville/Allison car lost no points at all, being placed third on time alone.

CIRCUIT ROUND-UP

Racing Successes From California to Connecticut

The Steel Cities' Region SCCA Nationals at Warren, Ohio featured a C Production joust between Bob Tullius and Bob Sharp. TR-250 vs Datsun 2-litre, as usual. This time, the wily Sharp waited until the last half of the last lap and nipped our hero right at the finish line. Buz Marcus, TR-4A, chopped John Kelly in the 44 4A in a similar contest. What else? Brian Fuerstenau won E and F Production overall, repeating his feat of two weekends before at Lime Rock. It isn't often that renowned Porsche pilot George Frey sees a Spitfire's taillights ahead of him. To top the event, Bob Hoskins towed all the way from Florida, took on the Northerners and beat 'em in his GP Spitfire.

The same weekend, at the well-attended Lake Garnett, Kans., Nationals, Jim Dittmore and Carl Swanson played California tourists and won CP and EP respectively. Swanson managed this with almost no practice due to mechanical problems. Dittmore rubbed it in by dropping the lap record for CP several laps in a row during the race. Other TR wins were scored by Mel Bogus in GP and Bruce Phillips in DP.

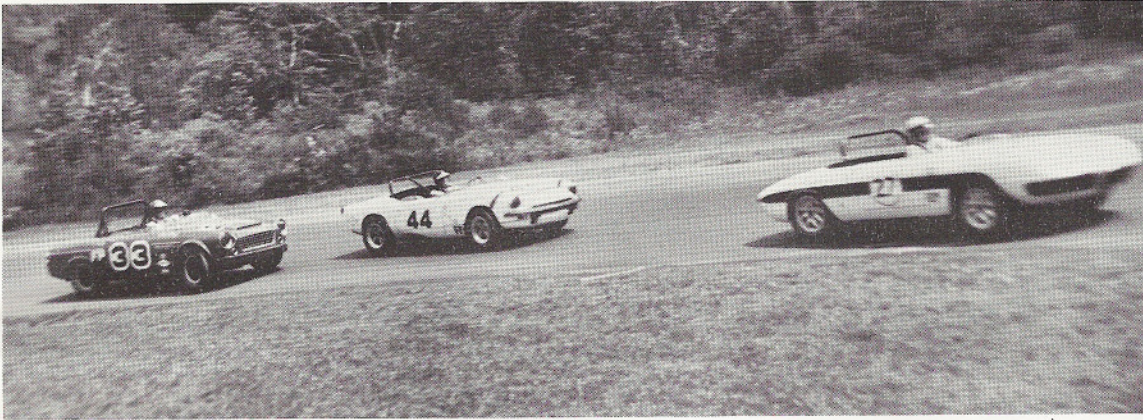
The Mid-Ohio National, Lexington, Ohio, is often a tough one for the TR's as both MG and Porsche competition has been rough in that territory. G Production has been Sprite territory but that didn't faze Nels Sanborn. He towed his Spitfire Mk 2 out from Media, Pa. and took the G event with ease.

San Diego was Jerry Barker's aim on the same weekend and he made it a win in the GP Spitfire. Two weeks later, he took the Riverside National, leading three other Mk 2's across the line with Don Devendorff, Don McGaffee and Steve Wilson driving. The Barker "family race car" goes on!

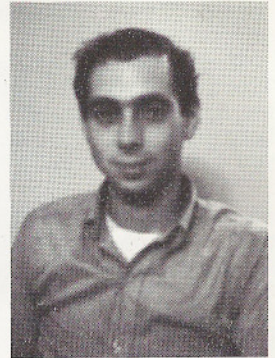


Mandeville/Allison Triumph 2000 heads for the finish line at Nairobi. One of only seven cars to finish the African Safari Rally, the Triumph shows the effects of over a thousand mile of bush roads.

THE VIEW AT "THE ROCK"



Brian Fuerstenau, Spitfire Mk 3, passes Sharp's Datsun, aims at Winkler's Alfa.



Story and photos
by
HARRY GOLD
N. Y. Triumph Motor Club

The July 20th race at Lime Rock, Conn. was the first time that the Mohawk-Hudson Region S.C.C.A. staged a National. Almost as if by appointment the rain of the previous day found someplace else to be when the first green flag dropped.

Group 44 was in attendance and made it a rough day for anyone not in a white Triumph. When the flag fell for the G and H Production race, Mike Downs put his Mk II Spitfire in the lead and by the fourth lap he was comfortably ahead and took the checker going away. End round one.

Next up was the E and F Production race, and Group 44 sent Brian Fuerstenau to the line in a Mk III Spitfire. The race had either a factory or semi-factory entry for Alfa Romeo (Duetto), Sprite and Datsun. But, when the flag fell it was Fuerstenau's white "44" out in front. And front is where he stayed, right up to the checker. It was the class F Spitfire that not only beat all the cars in its class, but all of the E Prod. cars for a first overall. The winning margin was about 20 seconds or approximately one-third of a circuit. End round two.

After a short break came the C and D Prod. race. Representing Group 44 was Bob Tullius in a CP TR 250 with fuel injection (or as our British cousins refer to it, a TR-5) and John Kelly in a TR-4A. Also Triumph mounted was Buzz Marcus in a TR-4A. The main challenge would come from the very fast Lotus Elan and the overhead cam Datsun. But when the flag dropped it was the same thing all over again, a white Triumph was showing its heels to the rest of the pack. Tullius' car had just too much and pulled easily away from the field from the very first lap. At the end his winning margin over the second place car was the length of the straight—and if you ask me, he could have been further ahead.

The best decision of the event was between the TR-4A's of John Kelly and Buzz Marcus. From the third lap they battled, never more than a fender margin was Kelly ahead. At times they seemed to be leaning on one another through the hairpin. This spirited race unfortunately

ended early as Marcus was forced out with what appeared to be a spent piston. Kelly went on to take second in class.

All in all, it proved to be a successful day for Triumph (and Group 44) with three firsts and one second place.

For all you Triumph cousins from the Northeast area let me tell you, you can't do better than race-watching from one of the grass covered hills at "The Rock."



If at first you don't succeed, get a bigger hammer! Dick Stockton and Buzz Marcus attempt to subdue an uncooperative gearbox on the paddock grass at Lime Rock.

COMPETITION BULLETIN

GT-6 Competition Manual Supplement Sheet on Carburetors now available. Order from Competition Dept.

P.O. Box 1557

Gardena, Calif. 90249

TR-250 Preparation Manual mentioned in the new handbook is not ready. Please do not write for this book until it is announced in the Newsletter.

HINTS AND TIPS

Spitfire Mk 1 - 2 - 3

Here's another section from the new TSOA Handbook. This time, it's a collection of handy bits of information about the Spitfire models. This sort of mechanical data is particularly helpful to less mechanically inclined members so if you have a tip to add to the list, send it in.

1. Odd rattles from the front are frequently caused by maladjusted latches on the hood. Unless the two latches are tight, the hood can bounce up and down a little, causing the noise. If the latches are tight, the next place to check is the rubber bumpers which project downward from the underside of the hood, fitting into sockets on the firewall. If these are misaligned or not adjusted down far enough, metal-to-metal rattles can occur. The hinges may also be misaligned or loose.

2. It is a good idea to check the bolts holding the hood support from time to time. These can work loose, allowing the loose end of the support to fall against various engine and steering parts where it rattles fiercely and may cause a short circuit.

3. Regarding the hood support, please make certain that it is pushed fully upright when you are working under the hood. If it is even slightly bent, a mild breeze or a casual elbow can bring the hood down on you.

4. The advice to TR-4 owners about the small hooks on the top and the elastic straps which hold the edge taut above the side windows applies to Mark 1 and 2 Spitfires as well. Additional advice is to begin putting the top on by hooking the forward edge over the windscreen, then hooking the metal bar over the rear chrome retainers, then fastening the hooks and side snaps, finishing with the elastic straps.

Always depress the top bows while putting on the top and release the catches only after all snaps, etc., are fastened. This will be easier on you and the top. We want to emphasize one thing about the Mark 3 top. It does not move "up" and "down" in the accepted sense. Rather, it moves rearward and down when being lowered and simply pulls forward when being raised. If you attempt to lift vertically when raising it, it simply won't move! The best technique is to take hold of the forward bow, between the latches, and pull straight forward.

Oiling the top frame on a TR is a good idea normally. On the Mark 3 it is absolutely essential in order to achieve reasonable ease of operation.

5. "Clunks" from the rear end of Spitfires can be traced to backing plates, wire wheels, the inner axle flanges or U-joints. However, the radius rods can also be responsible and it is possible for the bushing in the spring eye at either end to wear through, allowing play and a clicking noise.

6. Spitfire taillights, held as they are by one bolt and a small projection at the base, are prone to fractures when bumped. Black electrical tape about 3/4 inches wide can be applied to attach the lenses more firmly to the chrome housing and is not unsightly at all. A complete solution to the problem is to install TR-3 complete light units which give a slight "custom" effect and, having two bolts and being smaller, are less likely to break.

7. Secure the jack in its proper place at the left side of the trunk which will avoid rattles and help luggage space. Tuck the tool kit into the inner fender beside the jack. By the way, for space reasons, it does pay to stow top and tonneau in the space provided behind the upholstered panel forward of the gas tank. Just don't forget where you put them as they are completely out of sight!

8. The Mk 3 is equipped with the double switch light system with the master switch on the dash and the parking-bright-dim control on the steering column. For ease of operation, we suggest you leave the control on dim or low beam and use the dash switch to turn the lights on and off. As a precaution, don't forget to tell friends, parking attendants, etc., about the unusual light operation.

COMING EVENTS

TRIUMPH CLUB OF VENTURA COUNTY:

Sept. 13 — Second Friday Niter rally. D. Haugen, Box 892, Ojai, Calif.

TRIUMPH CLUB OF OHIO:

Sept. 14 — Overnight, 150-mile rally. TR Club of Ohio, Box 1878, Canton, O.

WISCONSIN TSOA:

Sept. 13 — WTSOA-MSCC Challenge Rally. WTSOA Box 1694, Milwaukee, Wis. 53201

CLASSIFIED

ITEMS FOR SALE:

TR-2/3 Service Manual, points and condenser, generator brushes, fuel pump repair kit, custom made Lucas driving light bracket for two lights, all TR-3. Make offer, Douglas A. Jack, 49 Park Circle Dr., Fairport, N. Y. 14450.

TR-2/3 Service Manual, \$5.00. John E. Arnolt, 12816 Bessemer St., North Hollywood, Calif. 91606.

New TR-3 parts as follows: clutch, steering wheel, front springs, shocks, racing windscreen, SCCA approved roll bar, set used Michelin X. Make offer, David H. Sayles, 305 W. Buckeye St., Clyde, Ohio 43410.

Amco center console with radio speaker for GT-6, black. In original carton, \$45.00 or best offer. Donald R. Allen, 409 Jefferson St. Covington, Ind. 47932. 317-793-3539.

TR-3 parts as follows: Starter, \$25; 3.7 rear end complete with axles and backing plates, \$75; wiring harness, \$15; steering box, \$25; removable luggage rack with suction cups, \$16, all like new. Shipped collect, L. E. Bennett, 1009 Woodbine Rd., Madison Alabama 35758.

ITEMS WANTED:

Car cover for GT-6, Donald R. Allen, 409 Jefferson St. Covington, Ind. 47932. 317-793-3539.

TR-3 Tonneau cover, white. TR-3 sun visors, L. E. Bennett, 1009 Woodbine Rd., Madison, Alabama 35758.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size — s, m, l, xl. \$9.50

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, xl. \$4.50

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

Replacement TSOA Badge \$1.00

Standard Triumph Review Subscription \$2.50/year

GT-6/2000 Competition Preparation Manual \$2.00

TR-4, TR-4A Competition Preparation Manual \$2.00

SPITFIRE Competition Preparation Manual \$2.00

JACKET EMBLEM \$1.00

(Club Discount — 1 Doz.) \$10.00

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

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 111 Galway Place, Teaneck, New Jersey 07666. 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.

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