



TRIUMPH

T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 8

AUGUST, 1970

OUR LUCKY NUMBER IS SIX

The Spirit of '54

THE TR REGISTER IS FORMED

Frequently, lately, we have had letters from this side of the Atlantic from enthusiastic owners who are setting out on the restoration of a TR-2 or 3 and want information, parts and the names of other individuals similarly inclined, who won't regard them as slightly off the beam.

This sort of nuts and bolts mania for old sports cars is far from being an American exclusive. In England, the wildest, old-sports-car club in the world is active — The Vintage Sports Car Club whose members actually race their chariots, concours condition or no.

All this is leading up to a story about the formation of a new club in England . . . the TR Register. Letters and newsletters have come from Bob Knowles detailing the group's first six months and coming up with some startling facts. At one meeting, out of the past, appeared the original TR-2 as pictured on Page Four of the TSOA Handbook . . . now a street machine being restored. Register members have attended more meetings, official and social, during the last six months than most clubs hold in a five-year period.

We don't have enough space to cover the Register activities in detail, but they sound like a fun group of people. The newsletters, all credit to Mr. Knowles, are worth any membership fee involved . . . they are humorous, informative and honestly helpful, even across 3,000 miles. Write to Bob Knowles, 2A Offerton Road, London SV 4, England.

Subscription rates aren't quoted, but we're sure something can be worked out. Two excerpts from their first newsletter are below. You folks with an antique TR sitting limply in the garage awaiting restoration can take heart . . . and take up pen and write to the

(Continued on Page 2)



Photo by Hal Crocker Motor Racing Graphics

Bob Tullius, #44, leads Bob Sharp's Datsun 240Z at Cumberland.

The photo tells it all . . . once again there's a Triumph leading its class. This year it's the TR-6, way up there in C Production. An international champ, the TR-6 is taking on the best the Germans and Japanese can offer and coming home first . . . not always, but enough times to make it look awfully good.

In the West, where Kas Kastner prepares two white CP projectiles for Southern Pacific Division's Jim Dittmore and Northern Pacific's Lee Mueller, the road has been rough. The mechanical gremlins encountered by these two cars have limited not just checkered flags but finishes as well. Still, Dittmore is second in Southern Pacific, just a few points behind Alan Johnson who drives a Porsche 914. Jim has had victory in his grasp at least twice when the little green men have sabotaged something and killed his chances. Most recently, it was rain that did the job at Seattle when both top contenders were out-run by a Lotus Elan with (what else) rain tires. Mueller's luck has been similar but he has managed to get his hooks into first place in the Northern Pacific Division.

In the East, Bob Tullius once again took the Northeast Divisional crown before the season was half over. His screaming #44 TR-6 faced virtually no competition in the early races but found few problems when the Germans and Japanese finally appeared. In his first outing against the Datsun 240Z of Bob Sharp, Tullius won with ease. In the first race against the 914 Porsches of Peter Gregg and Pete Harrison, Bob was second behind Sharp but beat both German cars, **running on five cylinders**. Not that things don't go hard at times . . . at the August 1-2 National at Steel Cities International Raceway, Tullius and Sharp finished in a dead heat, each picking up nine points as the stewards were unable to resolve the tie.

Let's take a quick look at what goes into the TR, the Datsun and the Porsche. First, if you base the discussion on street machine prices, the TR-6 has the lowest list price. Second, the German and Japanese vehicles have highly sophisticated, expensive, overhead cam powerplants. The TR makes it with a plain overhead valve six in-line, an example of the most sophisticated use of relatively simple engineering and mechanical components. Like all Triumphs, it is a rugged, simple car capable of incredible performance.

THE SPIRIT OF '54 *(Continued from Page 1)*

Register . . . these boys know what they're talking about and they are close to some excellent sources of parts some of which may not be available new any longer.

Why 'TR Register'?

Why are we called vaguely 'TR' register and not TR-2/3/A club? Good question, but very hard to answer without biting the hands that so often feed us.

True enough we are banded together mainly to celebrate and assure the continued life of the last of the 'classic' TRs, the one with the lines that look like a sports car. On this aesthetic note we are all one. But, the question was raised, what do you often find underneath these beautifully sculptured contours? Why, 'New 2.2 engine. Only 10,000 miles' or 'TR4 Gearbox and overdrive' etc. And so it was decided that to be a full or ordinary member of the club (called the register) you would have to drive around in the correct body shell at least, then no-one would start arguing about what you had on underneath.

If you insist on the modern body (TR4 for example) you can be an associate member only.

TR (for TRibulation) HINTS

TR Hint No. 1

We are starting a series of practical hints about which the handbooks don't give much of a clue.

New-type starter motors and old-type gearboxes. I should like to sub-title this 'Great fun', in memory of . . .

Part 1

We've all at one time or another come into contact with the trendy young blood who, in between sips of his scotch and soda, drawls for want of something else better to say "What sort of a car did you say you drove?" You hadn't said; but you find yourself quickly drawn in. "TR3"

"Oh jolly good. Had a TR myself once. Great fun!" Then, silently congratulating himself on now being able to afford a Cooper S, he sips on, having paid his meaningless compliment.

I wonder if he ever had great fun fitting an early gearbox (with filler cum dipstick at top right) on to a later (1960+) model. One normally performs this operation because the gears inside the older-type housing have been reconditioned, or you have found one in good nick with an overdrive which you never had. So you switch boxes in the usual way and are on the point of self congratulation at having bought a cheap old box, with good gears, or overdrive, when you notice that the starting motor won't go back on. You think. Then, being an intelligent sort of chap you have a closer look and discover that the bump on the housing you have just fitted is shorter than the bump on the housing you have taken off, and is in fact too short to take the bendix which projects from the end of your starting motor. Your immediate reaction is to think you've been done, either by the previous owner who had substituted some non-standard starter motor, or by the chap you bought the gearbox from. Wrong. You are a nit for not noticing that the two housings were different before you began messing around. You then get drunk.

Afterwards I advise ringing up the local mechanic, as I did. Your frantic explanation will be greeted by a knowing chuckle. Allow the laugh at your expense, because they **do** know.

"Yes, well you've fitted an early gearbox to a later car and your starter motor wasn't made to fit into that particular gearbox housing. What you do is saw the end off the bump on the bell housing that takes the starter motor, and file it smooth."

"Saw it off!" (He must have been a teacher once. No nonsense.)

"But I've already fixed the gearbox on to the car, can . . .?"

"Yes, it can be done in situ."

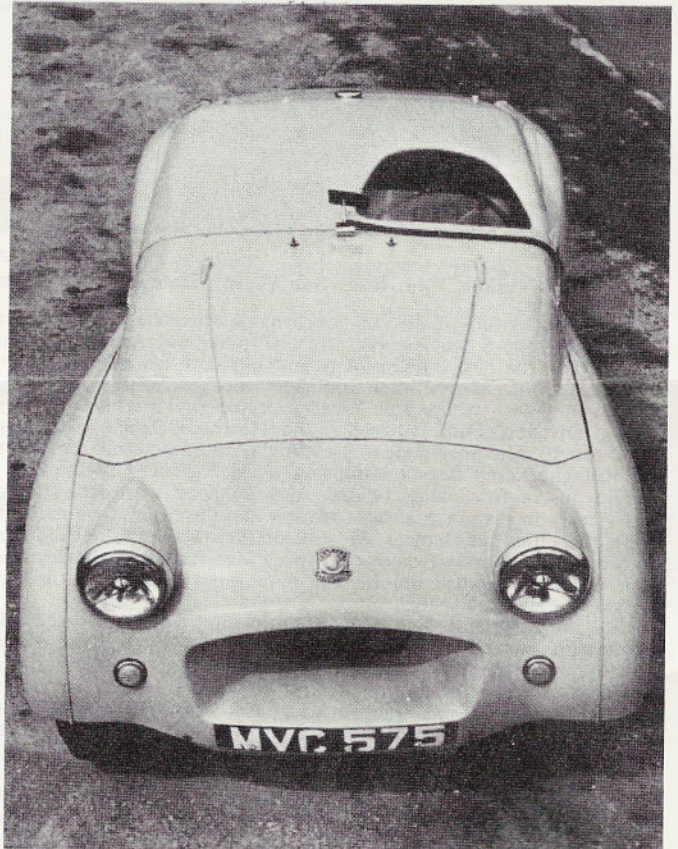
"Where?"

"When it is on the car, it can be done."

"Oh, yes, thanks very much." Can they be talking about the same sort of car? You pop round, as I did, and they show you one done. The bendix simply sticks out and doesn't come to much harm. I fixed a cover over mine with a baked beans tin and self-tapping screws.

Part 2

Now you may still not like the idea of sawing lumps off your bell housing and you may pick up an early starter motor, as I did. Seems perfect. Doesn't have the long bendix sticking out and fits perfectly into the gearbox. **BUT IT WON'T START YOUR ENGINE MATE!** It won't mesh with your flywheel because you have a late 3A, and this starter motor was made for 2s 3s and early 3As. (Sorry, I haven't got details of the commission numbers applicable.) But there's your warning.



Ken Richardson's TR-2, mentioned in the article on this page, was photographed just after doing 124 mph on the Jabbeke highway, Belgium, 1953. The tonneau was metal but otherwise the car was nearly stock. The badge on the front was a pre-production idea, later changed to the familiar red and white shield.

RACING NEWS

MID-AMERICA RACEWAY, St. Louis, Mo. — July 4-5

Gordon Smiley (Overland Park, Kans.) outclassed a large field of 15 Gp entries to capture first-place honors and take over the Midwest Divisional points lead.

In taking the victory, Smiley lowered the lap record by a full four seconds over the existing mark which he had previously set only a month ago. Finishing second in Gp was another Spitfire Mk2 driven by Gene Ramsey who races out of the Central Division of the SCCA. Ramsey finished 65 seconds behind Smiley.

Jim Speck (Oklahoma City, Okla.) started his Fp Spitfire Mk3 from 14th on the grid and moved up to second place by race's end. Speck has now captured one first, two seconds, and one third in SCCA events.

LIME ROCK RACEWAY PARK, Conn. — July 4-5

For the fourth time this season, James Aronson (Port Jefferson, N. Y.) who drives a GP Spitfire Mk2 captured first place in a national championship race. Starting on the pole, Aronson took an early lead and went on to win first overall honors in the combined GP and Hp event.

TEXAS INTERNATIONAL SPEEDWAY — July 11-12

The blue and white TR Competition Department van rolled east to Texas for a first in C Production and a near one-two in DP. Jim Dittmore won CP with a 72 second lead over Pete Harrison's Porsche 914. The event was ABC Production, AB Sedan and ABC Sports Racing and Jim made it to second overall, even leading for a few laps despite competition from Corvettes, Boss Mustangs, etc. One lone sports racing car was fast enough to pass the TR-6 for the overall win.

Carl Swanson and Don McGaffee qualified their GT-6 pluses on the first and second pole positions. Swanson took the lead from the flag but spun after a few laps when the

differential began to act up. He re-entered the race, caught up to first and spun again. Despite the two mishaps he managed to gain the lead a third time, only to spin again and this time retired. McGaffee took over the lead but spun late in the race and had to settle for a DNF.

STEEL CITIES INTERNATIONAL RACEWAY, Warren, Ohio — Aug. 2

Triumph Spitfire Mk3s driven by John Kelly (Washington, D. C.) and Ken Slagle (Harrisburg, Pa.) romped to a one-two finish in their Class F Production national championship race.

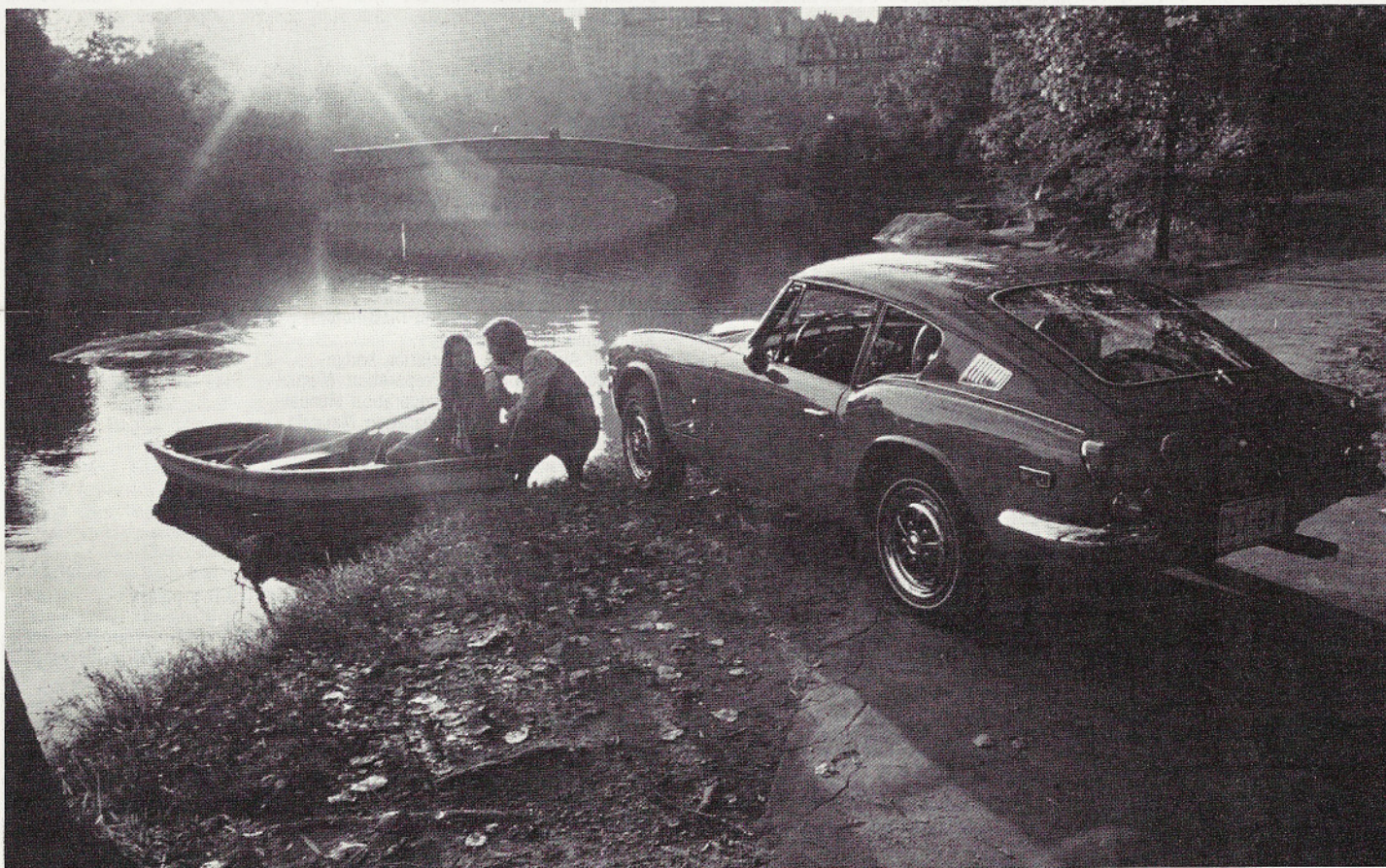
Kelly, who crossed the finish line just seconds ahead of Slagle, now has five national championship victories to his credit this season. One more win would assure him a starting berth at the American Road Race of Champions and the Northeast Divisional F Production Championship.

The most competitive race of the day was the Class C Production contest in which the Triumph TR-6 of Bob Tullius (Falls Church, Va.) was involved in a race-long duel with the Datsun 240-Z of Bob Sharp (Wilton, Conn.) At the drop of the checker, the two cars crossed the finish line wheel-to-wheel and nose-to-nose for a dead heat finish. Both drivers picked up nine first place national points.

Tullius, who led the entire race except for the last two feet or so, has now compiled more national championship wins than any other driver in the country.

DAYTONA INTERNATIONAL SPEEDWAY, FLA. — Aug. 2

Howard LeVasseur (Tampa, Fla.), driving a Spitfire Mk2, left his G Production competition behind to pull in his first national championship win. LeVasseur crossed the finish line a full 17 seconds ahead of an Alfa Romeo driven by Gordon Ira (Jacksonville, Fla.) and another Spitfire piloted by Jim Starke (Jacksonville).



Sometimes a photo comes along which is too pretty not to use. Central Park . . . The right mood, the right girl . . . the right car.

CLASSIFIED

ITEMS FOR SALE

Want to attend driver's school, but don't have a car prepared? You're in luck! I have it for sale. A Triumph TR-4 with all the good things that makes "em" go. Very reliable and fast, handles like a baby carriage. Will sell car, trailer and all parts for \$1,800. Wilbur R. Bruner, 1400 W. Wonderview Drive, Dunlap, Illinois 61525. (309) 243-5242.

Wire wheels (5) from a 1969 GT-6+, good condition, includes hubs and adaptors. \$100 firm. E. A. Ehnes, 6019 Naval Ave., Lanham, Md. 20801. (301) 577-8927.

AUTOCAR-ENGLISH MOTOR SPORTS Magazine, 579 issues, '53 to '66, excellent reference source, sell best offer. C. L. Merryman, Jr., 304 Lismore Ave., Glenside, Pa. 19038.

Used American mags — 4—6x13 for Spitfire or GT-6+, \$50 ea.; 4—7x15 for TR-4, TR-4A, TR-6, TR-250, \$70 ea.; 4—6½x14 for MGB, \$65 ea. Group 44 Inc., 113 Gordon Road, Falls Church, Va.

Judson supercharger, complete, fits TR-3 or 4, used, 6,000 miles, good condition, \$100 post-paid. Bill Redinger, 3816 N. 66 Street, Omaha, Nebraska 68104.

Five wire wheels and four wire wheel hub extensions for TR-4, \$50. Contact: Fred Zachau, 3007 Stillwater Road, St. Paul, Minnesota 55119. (612) 777-1465.

Build your own TR-8! Use the aluminum V-8 and T-10 four speed from my 1963 Olds F-85 complete with broken drive shaft, \$195. N. Sutton, 29319 Stoncrest Road, Rolling Hills Estates, California 90274. (213) 377-7971.

1965 Spitfire Autocross/Hillclimb. Konis, comp. springs, Blue-streaks on mags, 4.87 rear, competition trans and O.D., reworked head with big valves, high comp. pistons .040 over, racing cam and valve springs. Lightened and balanced, comp. clutch and flywheel, roll bar, good Michelins for towing. Extra trans parts. Engine not completely assembled. \$1200 invested in parts alone, will sell for \$1,000 . . . need money for grad school. Daniel Kunz, 188 Carlton Club Dr., Piscataway, N. J. (201) 752-4195.

ITEMS WANTED

For 1966 Spitfire. Owners and shop manuals. Might also take off your hands any spare parts and pieces you would like to get rid of. Try me. Bill Williams, 1818 East 60th St., Savannah, Ga. 31404.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon 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.

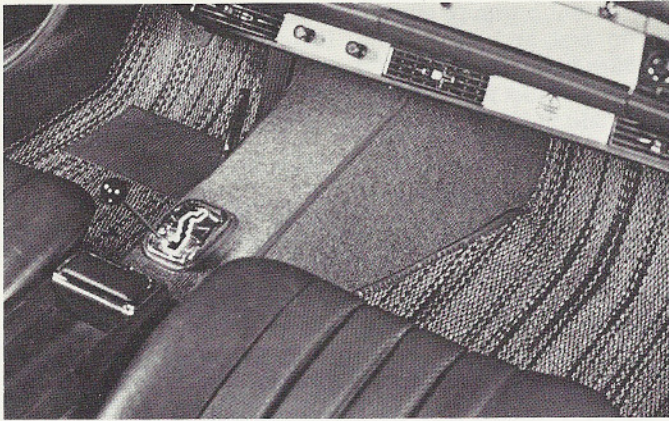
TSOA T-SHIRTS

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



Interesting accessory items come our way from time to time. The newest is custom-tailored coco matting floor mats for all Triumphs (and other cars as well). Available in various colors from ENVAIR, 2201 Oakton St., Evanston, Ill., 60602. State the model of your car when requesting prices.

TCVC (Triumph Club Ventura County) will present Mission Trail 3 National SCCA Rally on the third weekend in September, featuring a scenic, straight-forward and interesting rally. A special feature again this year of the rally weekend are two cocktail parties, Friday and Saturday nights, sponsored by Kas Kastner's National Triumph Competition Department.

Contact Jerry Kimberlin, 4042 Francis Avenue, Camarillo, California 93010, phone 805-482-5160.

MISSING? . . . INACTIVE?

We had an inquiry recently for a list of TSOA local clubs. The list was available but seemed sadly short. Do we really only have 14 local groups willing to be counted? Or are there others who are keeping their activities a secret? If your club isn't listed, or if the contact address is wrong, please let us know . . . we use the list to inform prospective members looking for local groups to join.

MR. BRIAN HEATON-JONES
Maine Triumph Sports Car Club
Berry Road
Pittsfield, Maine 04967

MR. CRAIG MARSHALL HERMAN
Triumph Travelers Sports Car Club
P.O. Box 11267, Station A
Palo Alto, California 94306

MRS. RUTH CRAXTON
New York Triumph Club
244 West 256th Street
Bronx, New York 10471

Triumph Club of Ventura County
Box 262
Ventura, California 93001

MR. HECTOR HINDMAN
Triumph Club of Ohio
8766 Traphagen, N.W.
Masillon, Ohio 44646

TSCC of Delaware Valley
Sheraton Penn Pike Motor Inn.
500 Pennsylvania Avenue
3909 Expressway & Tpk. Inter.
Ft. Washington, Pa.

MR. JIM SCHWITZ
D.C.T.S.O.A.
519 E. Luray Drive
Alexandria, Virginia 22301

Detroit Triumph Club
251 Hill
Milford, Michigan 48042

MISS BETSY AMLICKE
Triumph Sports Car Club
of New Jersey
41 "C" Sycamore Road
Clifton, New Jersey

c/o MISS MADDIE ALTMAN
Triumph Club of Miami
1831 NE 19th Avenue
North Miami Beach, Florida 33162

Kansas City Triumph Club
4516 Claremont
Kansas City, Mo. 64133
ATT: VINCE REESE

MARY ROGERS
Triumph Club of Rochester
282 Barrington Street
Rochester, N. Y. 14607

MISS PAT WOECK
TYEE Triumph Club, Inc.
P.O. Box 9054
Seattle, Washington 98109

TERRY ESRAEL
Triumph Club of Wisconsin
11332 W. North Avenue
Milwaukee, Wisconsin 53213