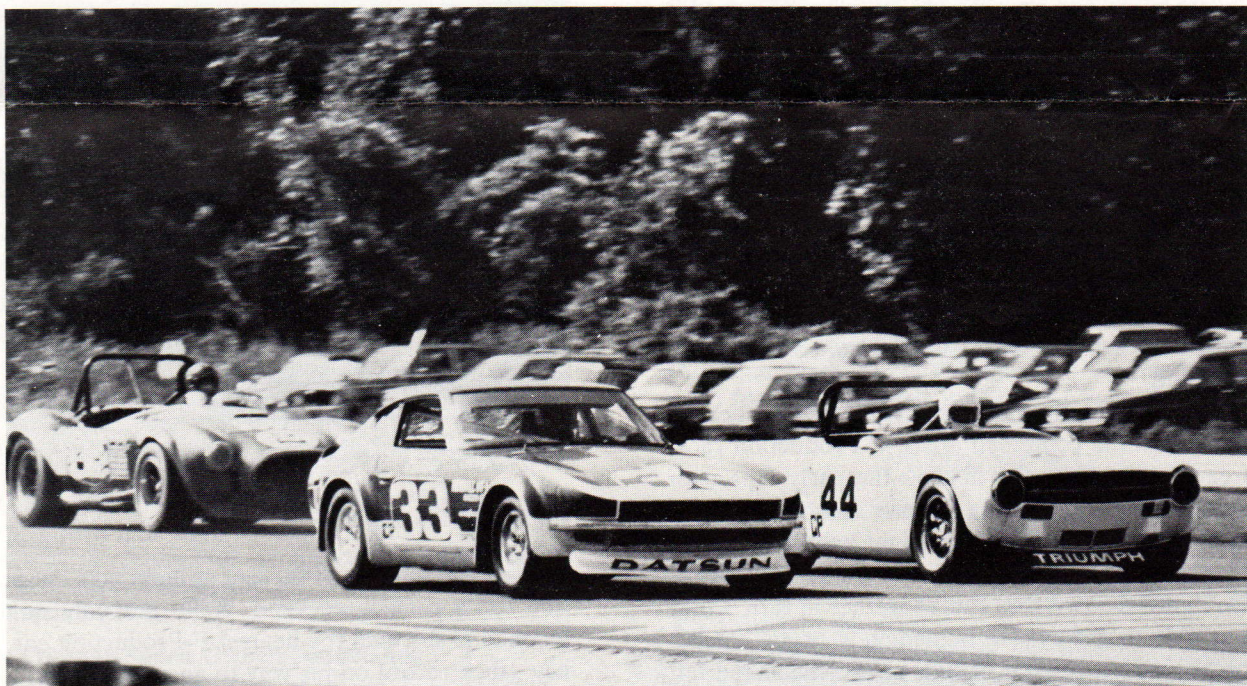


FOR GROUP 44 FANS...



This is the sort of competition Bob Tullius' mighty 2.5-litre TR6 (right) fights against in combined A, B, C-Production. This great photo at Lime Rock shows the TR6 up against Bob Sharp's latest 2.6 litre 260Z and Sam Feinstein's Cobra V-8 of 7-litres.

A commentary on this season's Triumph team racing in the East: and the current outlook for the Atlanta Championships next fall.

"At mid-season Kelly leads van der Vate in the North-east Division points standings 42 to 36. And with Ken Slagle fielding his new Spitfire 1500 in August, the F-production points race is really going to tighten up.

Tullius currently leads Sharp in C-Production points, but John McComb will take over the TR-6 for the rest of the season. With 6 points earned at VIR in April, he's got his work cut out for him. But McComb is very quick in the TR-6, so he shouldn't have any trouble qualifying for the Champion Road Racing Classic."

—Paul Brand

And here is what happened in the Spitfire F-Production SCCA racing in the North East Division and the TR6 C-Production during June and July.

After Bridgehampton (see May newsletter), Group 44 headed for **Nelson Ledges** June 8th and 9th. John Kelly put the Triumph Spitfire 1500 on the pole in F-Production, but lost his lead to Pete Van der Vate's Spitfire on lap one. For the entire 30 minutes, Kelly's white No. 4 and van der Vate's blue No. 31 were never more than one second apart. Kelly went past two laps from the finish, but van der Vate repassed on the next circuit and held on to win by a scant three feet!

In C-Production, Bob Tullius didn't have much competition as he qualified on the pole, and lapped the entire field in the race to record his second straight victory with the Group 44 TR-6.

Next stop was **Summit Point** June 22nd and 23rd where the story was rain, rain, and more rain. The Spitfire engine failed in practice Saturday after Kelly had qualified third fastest in F-Production. In the rain on Sunday, he gave them all a lesson in rain driving as he opened an immediate lead, and continued to widen the gap by 6 seconds a lap. Kelly

drove a perfect race as he lapped third place finisher Ken Slagle and took the checkered with a 1½ minute margin over van der Vate.

The race of the day came during the inaugural "Summit Point Challenge Cup", where Tullius started from the outside pole in the combined A, B, C-Production, and A-Sedan event, and completely dominated the race. He built up an 18-second lead over the Corvettes and Cobras before easing up toward the finish to keep from getting tangled in traffic on the wet track, and crossed the finish line 8 seconds in front of the nearest "B" car.

KELLY WINS AGAIN

Group 44 spent the July 4th weekend at **Lime Rock**, where the big question was "Can the TR-6 beat the new 260Z?" The F-Production race came first, however, and Kelly found himself several seconds behind van der Vate after being bumped at the start. Van der Vate pushed his Spitfire to a 10-second advantage at mid-race, and there didn't seem to be any way for Kelly to catch him. But then van der Vate spun going into turn one, and Kelly's Spitfire closed the gap. Next time around, Kelly had moved into first, and the see-saw battle continued right to the finish. Kelly took the lead for good two laps from the end, held it going into turn one on the final circuit, and won by half a car length.

Tullius started from the number 2 grid position behind Sharp's Datsun in the combined A, B, C-Production race. The two cars broke from the field in the early laps with Sharp leading the way. Then a Javelin inserted itself in front of the TR-6 and 260Z until a slight bobble let Sharp past. Tullius tried every possible move to get by the Javelin, but it wasn't until the two cars came together in turn 3 that Tullius was able to get by. He immediately began closing the gap on Sharp, but ran out of time as the checkered fell with the TR-6 still 5 seconds down.

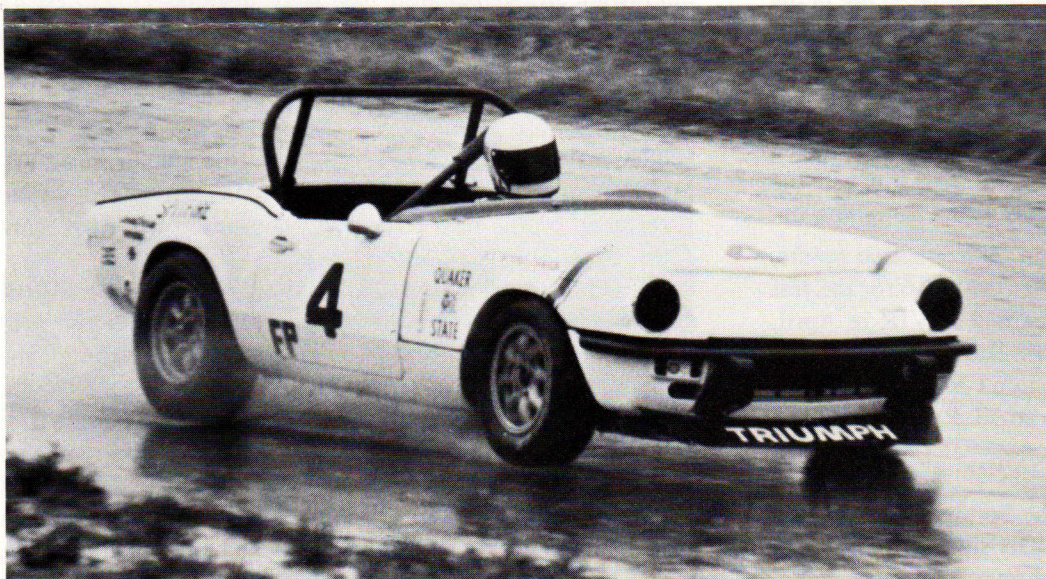
Group 44 traveled to **Minnesota** for the next event at Brainerd International (formerly Donnybrook). The 3.0



How sweet it is to be first under the checkered flag! Bob Tullius wins at Brainerd, Minnesota.

mile course with its 5000 foot straight was the perfect setting for a perfect weekend. Kelly not only qualified five seconds faster than the nearest F-Production car, but set a new track record on his way to an easy victory.

Tullius did the same thing in C-Production. He started from the pole, led the entire race, and lowered the lap record by 4 second on his way to the win.

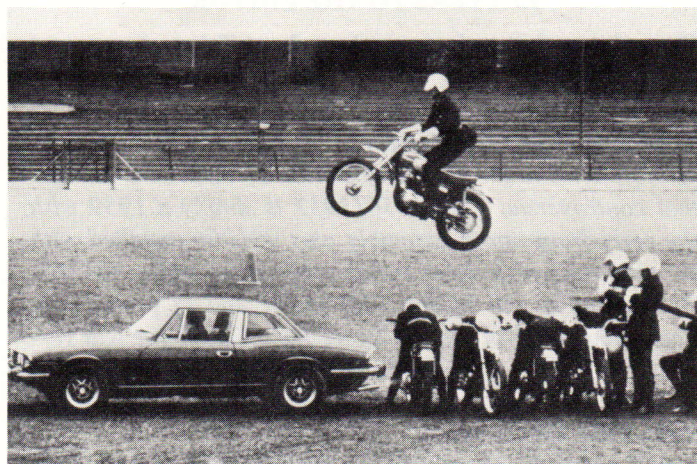
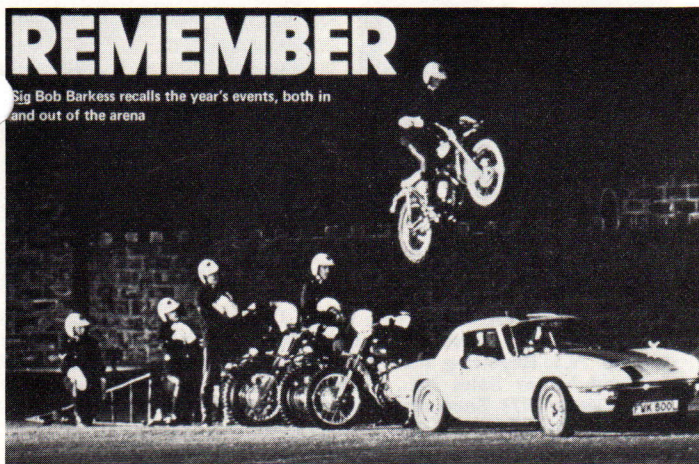


(Paul Brand photos)

Rain, rain all the way at Summit Point but John Kelly managed to finish a whole 1½ minutes ahead of the competition.

REMEMBER

Sig Bob Barkess recalls the year's events, both in and out of the arena



LEAPING STAGS! SUFFERING SPITFIRES; These dare-devil motorcycle riders use Triumph cars and Triumph motorcycles exclusively for their demonstrations. They are the famed "White Helmet" team of the British Royal Signals due to perform in Canada this summer. The motorcycle dispatch rider is still essential in modern warfare in spite of electronic communications, Land Rovers, etc. These teams go to tattoos all over the world to demonstrate "qualities of self-discipline, courage, alertness and technical skill" says the General in charge.

PROMINENT TRIUMPH CLUBS

Wisconsin Triumph Sports Owners Association

The Wisconsin club was formed in late 1959 and claims to have been "the moving force behind many sports car activities that have become a tradition in the area."

They put on rallies, usually a 'gimmick' type with an occasional TSD (Time/Speed/Distance). When conditions permit these Northerners hold an annual ice trial, plus an occasional gymkhana or slalom, annual picnic and Christmas party—the latter two always looked forward to by all. They have also sponsored "shop nights". Many members participate individually in the local road racing programme. About 75 percent of members own Triumph cars.

President this year is Robert Romans, with Robert Larsen, vice president and Sue Cook, treasurer. Write to Patience Newby, secretary, for details of this enthusiastic group, The Wisconsin TSOA, 4000 N. Morris Blvd., Shorewood, Wisconsin 53211.

The Illinois Triumph Sports Owners Association

We now have more official news of this 50 member club (with 20 student part time members) which was mentioned in the July newsletter. Over 95 percent of members own Triumphs and the club has a regular monthly meeting on the first Sunday of each month (except Holidays) at 7:30 p.m. at the Seven Oaks Restaurant, Roosevelt Rd., Broadview, Ill.

Monthly events range from economy runs to museums in the spring, to rallies and picnics in the summer. A large Christmas party is held every year. The members usually field a full scale slalom team of 10 to 15 cars in slaloms and winter ice races: and the club has its share of serious rallyists. Every autumn there is a week-end tour of over 40 covered bridges in Southern Indiana. Last year's was mentioned in the December newsletter and anyone who wants to get in on this unique event (touring this colorful area with the top down should be an experience) can write direct to president Donald J. Petersen, 2339 W. 107th Place, Chicago, Illinois.

Triumph Owners of Ventura, Calif.—Rally!

A veteran Triumph owners club, the Triumph Club of Ventura County (TCVC), formed ten years ago in 1964, is suffering from lack of membership of true Triumph owners who "must be 18, have valid drivers license and good driving record, interest in rallying and willing to work hard" as the requirements for membership.

What happened is the story of quite a lot of club life. It all started as a one-make club with 44 TR owners and with the help of the local dealer. But members soon had growing families, some moved away and the dealer changed. Other makes were welcomed to keep things going.

Donna Haugen, secretary of the TCVC asks for suggestions but what she needs is more Triumph owner membership. Write her at 2120 Channel Drive, Ventura, Calif. 93003. They are rally specialists and publish a newsletter 'The Blue Note'. In 1971 the club received the SCCA award for Best National Rally of the year.

CLUB NEWS

New TR3 Club in Central Ohio

Last May a group of local enthusiasts and TR3 owners formed the TR3 Sports Car Club of Central Ohio. So far they have ten active members plus a register of 25 other TR3 owners in the area.

Objectives are to preserve the marque, recruit active members, locate good parts, put on meetings with films, and generally stick to social and technical events until membership builds.

Interested TR3 owners in Central Ohio should write secretary Henry S. Marsh Jr., 4853 Songbird Drive, Columbus, Ohio 43229.

TIPS FOR COMPETITION DRIVERS

Some tongue-in-cheek advice to racers was given recently in The Roadrunner, newsletter of the Detroit Triumph Sportscar Club. The anonymous author writes:

"There are factors other than driving skill and car preparation that can make the difference between victory and defeat in driving competitions. Usually you will know your most dangerous competitors and should always greet them in a cheerful and helpful manner. The following suggestions apply to Autocross racing but with minor modifications can be applied to rallies or racing:

1. "Morning Joe, I was sorry to hear you almost failed Tech. Wasn't it a loose front suspension?" (Usually will add 0.2 sec to his time for at least two laps)

Three more hints follow, but you get the idea! . . ."

LETTERS TO THE EDITOR

We welcome letters from readers about Triumph cars and club activities.

The Great 1959 TR3 Mystery

"In reference to the February edition of TSOA Newsletter, that controversial TR3 1956/1957 is simply a 1959 with the early front apron assembly part 901006 installed with an accompanying sheet metal (egg crate) grille 801255. The assembly will fit any TR3 to the end of production. Pages 80 and 85 of the TR Spare Parts Catalogue will verify it."
—Ed DeBrecht, St. Louis, Missouri

Four-Time TR Owner

"I still enjoy the newsletter and look forward to its arrival. I also have always enjoyed my many TR's (3B, 4, 4A, GT6, and looking for a 250).

Carl Schultz, Santa Cruz, Calif.

Winter Storage

"... I would like to know what suggestions you could make for the proper care and storage of my 1973 TR6 during the severe winter months here in Wisconsin? The car will not be driven for approximately nine months. It will be stored in an unheated garage."

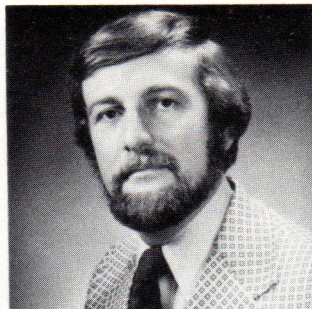
James A. Griffin, Milwaukee, Wisc.

[British Leyland's service department suggest as basic operations:

1. The tires should be inflated so that they are quite hard and the car preferably raised onto blocks.
2. It should be anti-freezed to 50 degrees below zero.
3. If the engine is not going to be turned over at all, you should remove the spark plugs and pour a little oil into each cylinder. Then replace plugs.



CLUB IN EMBRYO, OR RATHER IN PARMA, OHIO: These TR6's belong to Tom Foti and some of his friends, including Bill Mueller and Sam Kuehn. They recently got together for a mini-rally to Miami University in Oxford, Ohio. They are in touch with TSOA to form a local club. Any takers?



SERVICE APPOINTMENTS: David J. Bate (left) has been named Service Quality Control manager of British Leyland Motors Inc. at Leonia, N.J. Replacing Bate as Northeast Zone Service manager at Leyland Motor Sales Inc., Carlstadt, N.J. is Kenneth Langridge (right) since 1971 Zone administrative manager, who now combines both responsibilities.

CLASSIFIED

ITEMS FOR SALE

1954 long door TR-2. Serial no. 764, engine no. 162. Complete and running well. Needs detail work. Best offer or will consider trade on TR 1800 or Renown saloon. Wm. D. Gernes, 1300 Lakeview, Winona, Minn. 55987. (507) 454-3943.

One TR-4 steering wheel \$5; One pair of TR-4 seats \$25; Two GT-6 wire wheels (13 by 4½ J) \$12.50 each; Four GT-6 hub adapters with octagon caps \$5 each; One pair GT-6 rubber floor mats like new condition \$5; One pair TR-4 rubber floor mats like new condition \$5; One GT-6 car cover, needs repair \$5; One Amco tonneau cover for TR-4, black, like new condition \$25; One TR-4 cast aluminum valve cover \$10; One GT-6 lower trunnion w/o bushings, new \$7.50. All items will be shipped UPS collect. Contact Donald R. Allen, 1103 Philo Road, Urbana, Ill., (217) 344-7018 after 6:30 p.m.

One early series GT-6 rear-end center section. Complete including stub axles with approx. 3.27 ratio, Serial no. V2734. One mid-sixties model Spitfire rear-end center section. Complete including stub axles with approx. 4.50 ratio, Serial no. 304983. Two Cosmi 4-bolt (Spitfire—GT-6) 4½" by 13" magnesium wheels, never used. Theodore A. Hill, 137 E. Hartswick Ave., State College, Pa. 16801. (814) 237-4105.

Spitfire Mk 1-2-3 factory hardtop—perfect condition, primed, ready to paint. \$100. Spitfire Mk 4—35,000 miles, OD, sienna/brown—\$1600. Ted Schumacker, RRI, Pandora, Ohio (419) 384-3033.

5 American Mags (silverstone model) with nuts. They will fit 4½ J x 13" (i.e.—Spitfire, GT-6). Set of 5 for \$125. Carl Schultz, Apt. 3, 115 Felix Street, Santa Cruz, Calif. 95060. (408) 426-6037.

TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards"	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA badge	\$1.00
TSOA Handbook, 2nd Edition	\$2.00
Supplement to TSOA Handbook, 1973	\$.75
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Mk-I-II-III Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
Competition Parts list (Specify model)	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount—1 Dozen)	\$10.00
Official Triumph Jacket Emblem	\$.50
Triumph Sportsscar Champions Jacket Emblem	\$.50
British Leyland Competition Stickers, Mylar	3 for \$1.00
Triumph history 34-page reprint ("Automobile Quarterly")	\$1.95
"Triumph—50 Years of Sports Car" history poster	\$3.00

Send Check or Money Order. No C.O.D.'s please.
Please make checks payable to British Leyland Motors Inc.

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 membership in the Club.

EDITOR, JOHN F. DUGDALE