



Triumph

# TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

VOLUME 21, NUMBER 5

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AUGUST-SEPTEMBER, 1975

## CLUB NEWS

# RALLY TO TRIUMPH--*Yes Really!*



\*A fine photo of a unique event, the Triumph rally to Triumph, Illinois. We finally traced photographer Randy Donofrio who lives in Oak Park, near Chicago. His TR6 is third from the right.

We've been getting some very high quality photographs for Triumph Newsletter recently, especially from the race tracks. Now here's a really beautiful shot from a rally. Not a very big rally from not a very big place—but that place is none other than Triumph, Illinois!

There it is in this fine quality print sent to us by Rick Dentino, newsletter editor for the Illinois Sports Owners Association. And unless we can get Rick on the telephone\*, that great photographer remains anonymous because the ISOW has no address on their letterhead. Of course that even goes for certain club newsletters we receive, the sort of basic modesty which makes communication more difficult.

Anyway, over twenty people took part recently in an unusual series of ISOW events run as a sports car week-end

and consisting of a 100-mile road race; a rallye; an 'on-track' gymkhana; and a camp out, plus more than enough sight-seeing, nature and fresh air for anyone. All this was grandly titled "The Balloon-Foot Baker 100".

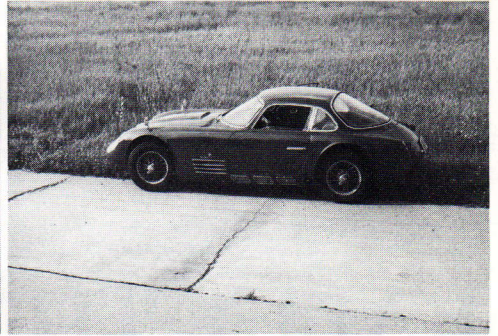
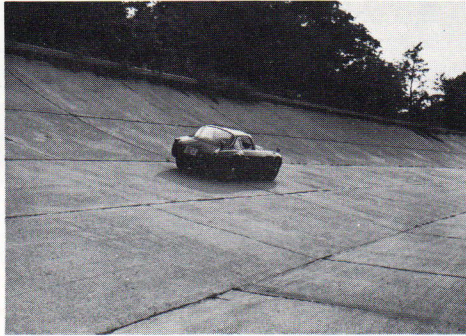
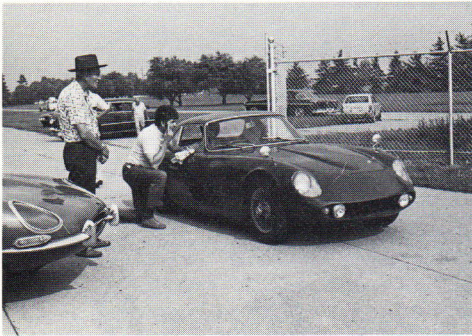
It was the Rallye section which, starting from Starved Rock State Park, concluded in the tiny farm town of Triumph. Writes Rick, "Heaven only knows whatever happened to the rest of the participants; as you can tell from the photo, rush hour traffic in downtown Triumph is pure hell." Note the big Triumph Co-Op building. No connection with Coventry/Speke.

Thanks Illinois S.O.A.—one of the true Triumph owner clubs.

—The Editor



## VINTAGE TRIUMPHS RIDE HIGH AT DEARBORN AND NEW HOPE



Tom Lehmann of Chicago has quite a monopoly on the legendary twin-cam TR-S models of 1958-1960. He owns two—a roadster and the coupe shown here styled by Michelotti. At the Vintage Triumph Register's first convention in July he tried it out on the old Utica 2½ mile concrete oval track.

### First National VTR Convention

The long track stretches out ahead as your TR bores down the straightaway. Coming out of the steeply banked north turn you flick into overdrive, and the revs drop briefly, only to build again as the car flashes by the ancient timing stand of the world famous Packard Proving Grounds. In a flash your TR eats up the straight and plunges into the south turn at the redline: the steep banking grabs and holds the car rock steady as you howl toward the back straight flat out. Fun? You bet it was, and you should have been there with us, at The Vintage Triumph Register's first national convention July 24th-27th.

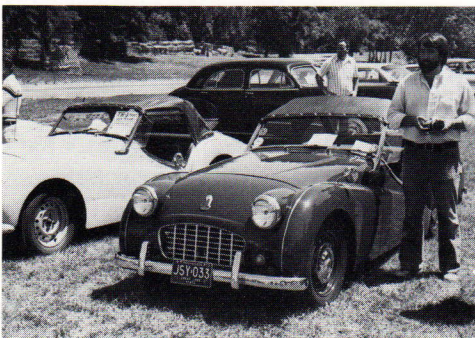
The Register jointly sponsored this event with The Milestone Car Society, which honors the outstanding foreign and domestic cars of 1945-64. Dearborn was the location, with meet headquarters at the palatial Dearborn Inn, concours grounds at Greenfield Village, and high speed test track at Utica by arrangement with its present owner, the Ford Motor Company. The idea of engaging the 2½-mile Indy-style oval came from the Packard Club, which used it back in 1972.

Highlight of the meet for Triumph folk was the appear-

ance of one of the surviving TR-S models, a Michelotti coupé powered by Triumph's legendary double overhead cam racing engine of 1958-60. The TR-S was trailered in by Tom Lehmann of Chicago, who also owns one of the two known roadster models, and all eyes were fixed on it as Tom wheeled onto the track for some brisk laps. Lehmann preferred sense to sorrow, however, as the car hasn't been restored, and didn't push it too hard. But it was a breathtaking sight to see the old "S" back in its venue, glued to the high banking and grooving down the straights.

Also on hand at the historic test course were a bevy of TR's, one TR-4 putting in many effortless 100+ mph laps in the hands of Jim Hoibierre, Dick Langworth, Bill Redinger and its owner, Randy Mason. "I had to admit that the TR-4 inspired more confidence than the TR-3," said Mason, a confirmed "3" addict. "Rack and pinion steering makes a difference, as does having a little more steel between your elbow and the road."

On Saturday July 26th, the Triumphs convened at Greenfield Village for the Concours d'Elegance. A number of TR's were on hand, joined by several beautiful TR-powered Morgans, which are also welcomed by V.T.R. The awards



More photos from the VTR event, the Concours. (Left) 'Best in Show' went to Dennis Phleeger's 1957 TR-3. (Centre) Outsize Triumph badge; and (Right) the enthusiastic organiser, bearded Randy Mason of Detroit.



banquet was held Saturday night at chandeliered Lovett Hall, where Henry Ford hosted his famous folk dancing parties, and V.T.R. presented the following trophies:

**Best in Show:** 1957 TR-3, Dennis Phleeger

**Most Original:** 1960 TR-3a, Randy Mason

**Most Unusual:** 1959 TR-S coupé, Tom Lehmann

On Sunday, things were still going on, for V.T.R. had arranged to attend the Waterford Hills SCCA regionals north of Detroit, and had a parade lap around this fine little road course together with the Detroit Triumph Club. Next year, M.C.S. will be at Indianapolis, on July 30 through August 1.

### Triumph Concours at New Hope

More Triumphs gathered at the New Hope (Pennsylvania) Auto Show August 9th for the first-ever all-Triumph concours class. Five TR's and a Mayflower were on display, but as last year John Manning's spotless powder blue 1960 TR-3a was more than a match for the competition, and was best in class with 91 points. Second was Dick Langworth's original condition 1959 TR-3a, followed by a new arrival, Miss Mardi Grohowski, in her immaculate red 1957 TR-3.

V.T.R. president Randy Mason expressed delight with both concours and meet turnouts. "The appearance of the oft-discussed but rarely seen TR-S was the surprise of the convention for V.T.R. members," Mason said. "Triumph's new acceptance as a separate judging class at New Hope is another sign of the marque's growing stature in collector circles. We look forward to the day when we can claim the kind of following the M.G. and Jaguar people have. That will register once and for all Triumph's important place in automotive history."

Thus far, Mason's group is doing just fine. Over 400 Triumph enthusiasts have joined the Vintage Register (ownership of a car is not required), and the club has already reprinted the hard-to-find TR-2/3 parts manual and begun acquiring its own stock of early Triumph spares. V.T.R. has not restricted itself to a TRs-only policy, so much interesting machinery has turned up including Mayflowers, early postwar Roadsters, Renowns, three TRS racing cars, and a surprisingly large number of prewar models. The latter now include examples of the Gloria Monte Carlo and Speed tourer, Southern Cross, Continental 2000, Dolomite and Super Seven.

DICK LANGWORTH

## "A COMMON BOND OF PRIDE..."

We liked this commentary extracted from the Detroit Triumph Sportscar Club's August newsletter. It was written by Dennis Phleeger, the secretary/treasurer, who won the Concours at the Vintage Triumph meet.

"Immaculate examples of domestic and imported cars built between 1945 and 1965 took part in the event.

The rays of a still sleepy sun, filtering through the trees which surrounded the judging grounds, served to highlight the glossy paint and sparkling chrome of the automobiles. As if emerging from the past, they slowly positioned themselves in perfect rows and prepared for silent, motionless competition. Later in the day crowds of spectators would pass among these mute rivals, and an occasional sigh of admiration would give unconscious testimony to bitter-sweet pangs of nostalgia.

Surveying these cars, which were once so commonplace that they never prompted a second glance, brings a disconcerting awareness of the imperceptible degrees by which they must gradually have vanished from our highways. Back in '57 who would ever have thought that a gold-trimmed Sport Fury could give rise to feelings not unlike those which accompany a reunion with an old and dear friend?

We anglophiles, who tend too often to look down our British noses at the likes of Plymouth and Chevy, shared with the owners of these cars the common bond of pride which comes from the knowledge that one has been instrumental in rescuing an example of automotive history from oblivion.

Owing to the fact that so many vintage Triumphs are still in the process of being resurrected, the Triumph contingent was not as well represented as the VTR had hoped. While many members from as far away as Iowa and Florida showed photographs of their cars in various stages of restoration, only five Triumphs were actually on the field.

Those of you who have a Triumph at least ten years old, even if it's in pieces right now, should give serious thought to attending next year's meet. The long winter months ahead, during which DTSC activities slow down, provide the perfect opportunity for putting your car in shape for Concours competition."



TR-3's line up for the Concours held in Dearborn, Michigan, in beautiful weather. Turn-out however was light. Too many vintage Triumphs still under restoration!





Official poster for the 1975 SCCA Annual Championships (to be held at Road Atlanta, Oct. 26-Nov. 2) features a TR-6 driven by Dave Manners. (Photo by Bill Oursler.)

## TRIUMPH RACING NEWS

### John McComb's TR6 and Ken Slagles' Spitfire Score Many Victories

#### Herndon, Virginia; May 1975

Group 44 Inc., the British Leyland/Quaker State racing team from Herndon, Virginia, started the 1975 season on a winning note with three individual victories and three lap records in four starts at Mid-America Raceway in St. Louis, Missouri, during the weekend of May 17-18.

Under clear skies and 80° temperature, John McComb, driving the D-Production Triumph TR-6, earned the pole position for his class. As the green flag fell for the D, E and F-Production race, McComb motored away from the pack; and by mid-distance, had built a commanding lead. Finishing first, McComb set a new D-Production lap record of 2:04.5, 85.699 mph.

\* \* \*

#### Summit Point, West Virginia; June 1975

In the combined D and E-Production event, John McComb followed a Porsche for the first two laps before moving in front. Driving an exceptionally smooth race in the very fast TR-6, McComb stretched his lead to 12 seconds at the finish, setting a new D-Production lap record of 1:26.2, 83.53 mph.

The F-Production contest turned out to be one of the most exciting races of the day as John Kelly, driving the new 1975 MG Midget 1500, battled Ken Slagle in his Triumph Spitfire 1500. Kelly led the opening lap before Slagle squeezed by in turn one. Kelly went off course on lap five which allowed Slagle to open his lead to 18 seconds. Kelly then began an incredible charge that saw him closing the gap by one to two seconds per lap. With three laps remaining, the margin was 6 seconds. The next time around, it was down to four seconds. But on the final lap, the gap was three seconds and Kelly had to settle for second place.

\* \* \*

#### At Season's Half Way Point; July 4, 1975

Seventy two drivers of British Leyland cars had won a total of 130 Sports Car Club of America National races

when the season passed its unofficial mid-way point over the July 4 weekend.

Top winner among the 72 was Jerry Barker of Cerritos, Calif. who won five times with his class G Production Spitfire. Barker's wins were scored at Holtville, Calif., Phoenix and (three times) at Riverside, Calif.

\* \* \*

#### Nelson Ledges, Ohio; July 26, 1975

Before some 8,000 people the largest crowd ever to attend a racing event at Nelson Ledges, John McComb established another mark at Nelson Ledges by clinching the 1975 Northeast Division D-Production Championship by winning his sixth consecutive victory of the current season with the TR-6. McComb lead the combined D, E, F-Production Race from flag to flag and was followed home by E-production winner Brian Fuerstenau, Group 44's MGB driver.

In the contest for F-Production honors John Kelly finished second to Spitfire driver, Ken Slagle. After an early race battle both drivers spun off course on a freshly oiled section of track, and even though he was 15 seconds down, Kelly charged back with the MG Midget to finish just 15 seconds behind Slagle's Spitfire.

\* \* \*

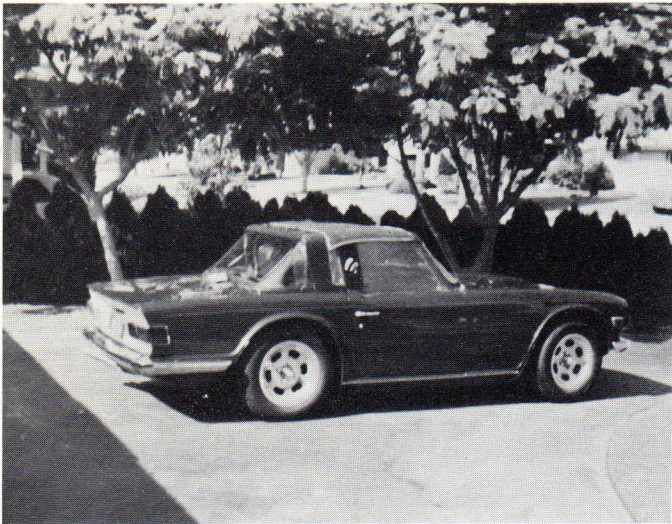
#### Brainerd, Minn.; September 7, 1975

Group 44's John McComb, driving the smallest engined car in the field, the 2.5 litre TR-6, took home \$1,000 for his third place finish in the Pepsi Trans-Am at Brainerd, Minn., International Raceway on September 7.

McComb, who had started in the seventh grid position with a remarkable qualifying time of 1:48.9, gave way to the Corvettes in the early pace; but he began picking them off one at a time as the race progressed. The little white TR-6 would draft the bigger cars down the straight and slip by them as they braked for turn two. By mid-distance, McComb had moved into fourth place and then on lap 25 he took over third place when the Mustang driven by Paul Nichter dropped out.

At the checkered flag, Hansen's Corvette was first; John Bauer in a Porsche Carrera, second; and McComb, third.





TR6 (135,000 miles) owner Steve Latshaw of Canoga Park, California, has built a fiberglass top with removable roof sections, which can be stowed behind the seats.



## CLUB NEWS (Continued)

### Concours in Somerville, N.J.

The Somerville, New Jersey automobile show on May 17th saw a unique 25 year display of Triumphs in the Milestone car class, including Mayflower, TR-3 and TR-7 models. A spanking new TR-7, drawing a surprising number of admiring glances from antique car enthusiasts, was provided by British Leyland Motors.

The Somerville Show, a traditional season-opener in central New Jersey, drew over 500 cars and about 5000 spectators. The Vintage Triumph Register was represented by a booth, dispensing information about the club as well as British Leyland's new wedge-shaped sports car. One Datsun dealer took a long, hard look at the TR-7, and was seen walking away muttering, "Only \$5100, only \$5100..."

\* \* \*

## LETTERS TO THE EDITOR

### Crash Rescue Training for Race Marshalls

*As you are aware there is now an Atlanta Triumph Club. We have recently become incorporated and are actively engaged in many activities. The following are but a few. The Atlanta Triumph Club, Inc., held a mini Crash and Burn School, August 23rd and 24, 1975 in Marietta, Georgia. The School consisted of (a) Fire Training, (b) C.P.R. (Cardio-Pulmonary Resuscitation), (c) Flag & Communication, (d) Trauma, Broken Parts and Splints, and (e) Driver's Extraction. This training was for the A.T.C. Corner Working Group at Road Atlanta and was put to good use at The Atlanta Grand Prix Formula 5000 held August 30th and 31st, where The A.T.C. worked turns 6 and 7.*

—Jack C. Fuller, Atlanta, Georgia

### Detachable Fiberglass Top for TR-6

*I've enclosed pictures of my 1969 TR6 that may be of interest. About four years ago I discarded the cloth top and built a fiberglass top with removable roof sections.*

*The roof sections remove in seconds and conveniently fit behind the seats or in the trunk.*

*My TR6 has been almost trouble-free during the 135,000 miles I've driven it so far. By doing my own maintenance and getting excellent gas mileage (usually about 24 MPG) it has been a very economical as well as an enjoyable car to drive.*

*I was disappointed to see the TR7 depart from the roadster design that Triumph has supported for so many years. I've found the removable roof an excellent compromise between the two designs and would have liked to have seen the TR7 incorporate this in the new body style.*

—Steven Latshaw, Canoga Park, California

*[It is possible that a sunshine roof will be added to TR7 as an option during 1976—Editor]*

### Source of Supply

*I am in the process of rebuilding my '56 TR-3 and have many parts someone else could use. I also have a '53 MGTD which I drive during the summers and a '50 Buick 2-door I drive in the winters. I also have many TD parts and MGB and MGA parts.*

*I look forward to the TSOA every two months and of the six car clubs I belong to, I think it is the best newsletter put out. Keep up the good work.*

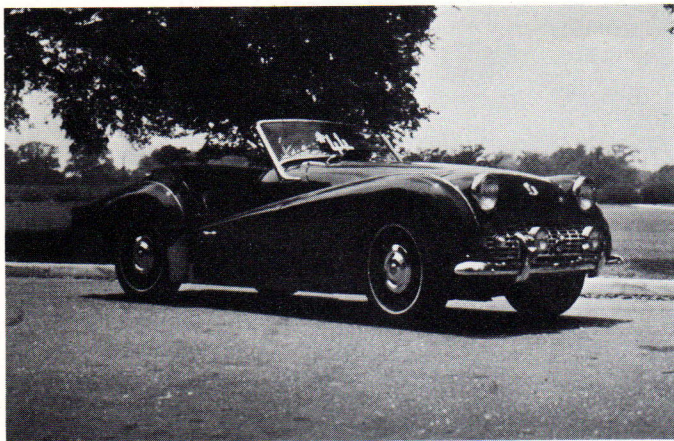
—Gary Fager, 3460 W. 119th St., Chicago, Illinois

**Fuel mileage guide:** Letter from reader Edwin F. Wagner of Tujunga, California says "I removed the left side vent from my TR6 and installed a Stewart-Warner vacuum gauge. The hole was the exact size. No drilling or bracket making. Have had a few compliments on it. Fine for gas mileage."





**LETTERS TO THE EDITOR (Continued)**



Well restored 1960 TR3 by readers Carl and Russell Nolan. Color finish is red with black top and interior.

**1960 TR-3 Restoration**

*Here is a picture of our recently restored 1960 TR-3. We have owned the car for two years. We are quite pleased with the Triumph.*

*It has been shown in area car shows and also won in local rallies. The numbers on the windshield are numbers used in a recent rally.*

—Carl and Russell Nolan, Monroe, Louisiana

**Where to Buy a TR-3?**

*How, When & Where can I go about buying a driveable TR-3 for about \$500 or less? Should I buy it in the NYC, or Boston area? Please put my request, if possible, in your newsletter. Any advice? Thank you.*

—Granger Foxcroft, 13 E. 63 St., N.Y.C., N.Y. 10021

**TR-S Hunter**

*Enjoyed seeing my old 2 in the June-July issue. I have not yet found the TR-S but I have added three TR-3s to my collection, and I am supposed to pick up another next week. It is nice to own a car with such good factory support; if only British Leyland would resume production of the TR-2 and TR-3 parts . . .*

—Richard D. Barnes, Jacksonville, N.C.

*[For news of at least two of Triumph's rare twin-overhead cam TR-S models, see page 26—Editor]*

**GT6 and Stag Enthusiast**

*I own a 1973, GT6 and a 1971 Stag. I have never owned any nicer automobiles. I would like to see more articles on these Triumphs in your news letters.*

—Gary L. Fulmer, Flint, Michigan

**CLASSIFIED**

**FOR SALE**

**1969 Triumph GT-6+, 18,000 miles. Absolutely immaculate. Stored winters. Triple Weber carbs, Kastner head and cam, Minilites, Konis, headers, Stebro exhaust, spoiler, sway bars, aeroquip and much more. \$3,100. Also, 1969 Triumph GT-6+ intake and exhaust manifolds, almost new \$25 each. Jim Knaub, 8389 Heron Ave. S., Cottage Grove, Minn. 55016. (612) 459-6748.**

**1973 TR-6 Sienna Brown, Calif. HTP and soft top, lug rack, AM-FM radio, Michelin radials, Ziebart, ming finish, tonneau cover. 27,000 miles. \$3,800 firm. Vince Lazzarotto, 14401 Bensley Ave., Burnham, Ill. 60633. (312) 891-3615 or (312) 895-1741.**

**1968 Spitfire MK III transmission. Needs 2nd gear synchronizing rings. Make offer. A Hanzl, 724 Washington St., Carlstadt, N.J. 07072. (201) 939-4650.**

**TR6 engine OD and rear end. Complete Mk 3 hood with bumper, lights, etc., complete Mk 1 1300 engine, trans, Spitfire black reclining seats with headrests and TR250 black seats. Ted Schumacher, RD #1 Pandora, Ohio. (419) 384-3033.**

**Amplivox portable P.A. system, great for autocrosses, rainy starts, etc. Uses self contained batteries, 110 V. or 12 V. w/adapters. 50 watts power with detachable speaker, extra speaker output, tape/radio/phone input, tape output. Brand new in box, complete with microphone and carrying strap. \$125. Dan Ware, 9725 E. Harvard, #W-370, Denver, Colo. 80231. (303) 755-9574.**

**Heuer Chronograph. 1/5 of a second recorder with split action—0.30 jumping minute register. Chronograph hands are controlled by 3 functions push button in crown, split action control by side push button. Precision movement, 17 jewels. Stock protected. In excellent condition—\$150. Mrs. John A. Grattan, 2524 Barber Drive, Mesa, Arizona 85205.**

**TR3 body and mechanical parts, too many to list, good shape, good prices. Gary Fager, c/o Creative Designs, 3460 W. 119th St., Chicago, Ill. (312) 388-0078.**

**Spitfire close ratio gearbox, 2.93/1.78/1.25/1.0 gears; rebuilt with new bearings, with top cover (forks) assy., less bell housing and top cover extensions; \$250 FOB, certified check or money order. Send stamped envelopes for list of many other parts. Marion J. King, 123 Dolores Dr., Altamonte Springs, Fla. 32701.**

**WANTED**

**TR-2/early TR-3 front bumper and mounts; drip rails and mounting hardware for TR 2/3 factory steel top. Richard D. Barnes, 8 Berkshire Dr., Jacksonville, N.C. 28540. (919) 353-5136.**

**Stag factory hardtop. If you know of a hardtop or have one please write Garry L. Fulmer, 1807 Cadillac St., Flint, Michigan 48504.**

**1955 TR-2 apron, front bumper. Head. Short mainshaft for overdrive trans., will take entire trans. TR-4 surrey top, backlight frame, and any new body parts or accs. Mark Kalkis, 6238 4th Ave., So. Minneapolis, Minn. 55423. (612) 866-3196.**

**New or good used tail section and spare tire. Door for 1963 TR-3. Call 412-372-2250 or 372-0185 for Lou Nigro or write—Nigro's Cleaners, 508 Brinton Ave., Trafford, Pa. 15085.**

**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 .....	\$2.50
TSOA Handbook, 2nd Edition .....	\$2.50
Supplement to TSOA Handbook, 1973 .....	\$.75
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 Sports car 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.

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EDITOR, JOHN F. DUGDALE