



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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## A Real Rousing Christmas!



Battle of equals — Lee Mueller (#3) and Brian Fuerstenau went through turn 6 this way almost every lap of the FP race.

### THREE FOR TRIUMPH AT RIVERSIDE

Southern California racing fans don't know what real racing is. Sixty thousand turned out for the Times Grand Prix and watched one long race with characteristics strongly reminiscent of a parade. Less than twenty thousand came to Riverside International Raceway for the American Road Race of Champions but they saw some racing: Fourteen nose-to-tail, side-by-side, never-give-an-inch races made for the aficionado, each half hour leaving the crowd limp.

We've been to all three Riverside ARRC's and to one at Daytona. There's a fine thread of tension stretched from car to car all through the pits. Crew members work furiously, smoke and talk with almost vicious energy, never let down for a moment. Drivers stride back and forth, driving suits are sharp, often new, conversation is crisp and the usual "war stories" are tempered by one vibrating fact: There's nobody to impress here. This is the big one . . . every driver is tops, every car is well-prepared, every story rates a hearing because it's for real. This time, when the flag falls for the first race and every race, there will be no smoking clunkers at the back of the grid. They all have a chance because they're all leaders. That's what makes the ARRC.

Twenty-eight Triumph drivers competed in five ARRC events. They won three firsts, a second and two thirds.

#### E PRODUCTION

The 1967 Class EP champ was Lee Midgley, driving a TR-3. Back this year, Lee sat on the front of the grid in an orange Alfa Duetto. Scan the grid all we could, we couldn't find a TR-3. For the first time, none were present. Second place Northeast TR-3 driver, Bob Krokus, had earned a ride in the Kastner-prepared GT-6 and qualified in fifth spot.

Rolling starts are a new ARRC policy. While it seems unusual that drivers who run standing starts all year should have to use an unfamiliar method in the national championships, the rolling start was decreed in the cause of safety and equalization. As a safety

factor it worked well with only two starting-line tangles of any consequence. In execution, for the first several races it was by turns comical and infuriating. The EP start was the worst.

Having had nothing but a sketchy briefing just prior to the race, the drivers failed to close up on the first attempt, straggling all the way back from the start-finish to the exit of the last turn, even after a full lap behind the pace car. A second-row Porsche driven by Bob Kirby, jumped the flag and passed the front row, necessitating a wave-off. However, the front half of the field didn't get the message and began racing despite waving yellow flags at each corner. They all gradually realized the situation and fell into line again, the last one, Krokus, receiving a red flag at the start-finish.

The field, completely disorganized, was reassembled and sent around again. Meanwhile, Krokus had shut off the engine in the GT and had trouble re-starting. Only a lucky use of brains and reverse gear on the slight incline where he had stopped got him going again and he was forced to go most of the lap at racing speeds to regain his position. Following the green flag, he ran among the leaders for five laps only to be sidelined abruptly, in clouds of dust, at turn four with a broken axle.

Midgley relinquished his title to Mike Eyerly in a Porsche, the Alfa not quite able to stay ahead. Fortunately, following this race, the stewards arranged that the starts be made after only a portion of a lap behind the pace car and that the rolling speed be very slow, allowing the drivers to bunch up for a good start.

#### F PRODUCTION

Brian Fuerstenau, of Group 44, set a new FP lap record in Friday qualifying, 1:44:44. Omens are omens but Lee Mueller, Southern Pacific champ and driving a Kastner-prepared Mk-3 Spitfire, wasn't going to be bothered. His time was less than a

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Don Devendorf of Los Angeles, California receives the award for "Outstanding Triumph Competitor." He's got Pucker Power.



Brian Fuerstenau of Falls Church, Virginia receives the "Outstanding Mechanical Achievement by a Triumph Crew Chief" award.

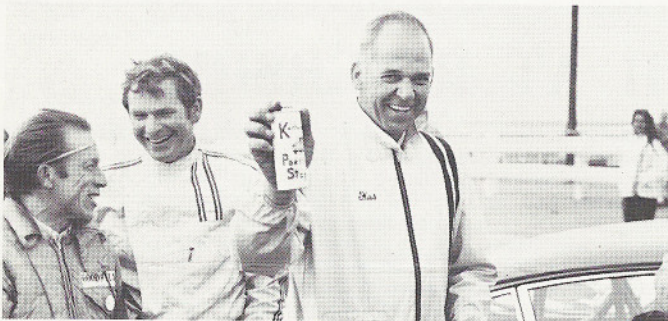
## DEVENDORF, FUERSTENAU WIN ANNUAL TRIUMPH AWARDS

Two Triumph competitors at the recent American Road Race of Champions received special awards from British Leyland Motors Inc., for outstanding achievement. Making the presentations at the awards banquet following the ARRC, was R. W. "Kas" Kastner, Triumph Competition Director for the United States.

Receiving the award for "Outstanding Mechanical Achievement by a Triumph Crew Chief" was Brian Fuerstenau of Falls Church, Virginia. Fuerstenau is the crew chief for the Group 44 Racing Team, whose cars have done exceptionally well all year, winning three Northeast Divisional Championships and a runner-up spot. At the American Road Race of Champions, Fuerstenau drove

a Triumph Mk III to the class F Production National Championship and prepared the TR-4A in which John Kelly won the D Production National Championship. Other Group 44 cars placed second and another third at the ARRC.

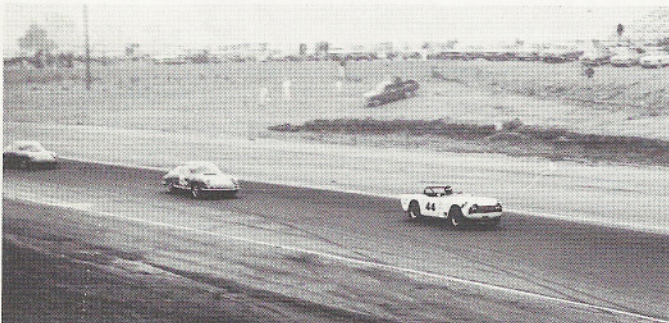
Don Devendorf of Los Angeles, California won the award for the "Outstanding Triumph Competitor." Devendorf drove a Triumph Spitfire to a hard fought GP win over Mike Downs of Falls Church, Virginia in the Group 44 Spitfire. The lead changed hands several times between the two, with Devendorf taking the advantage on the last turn of the race.



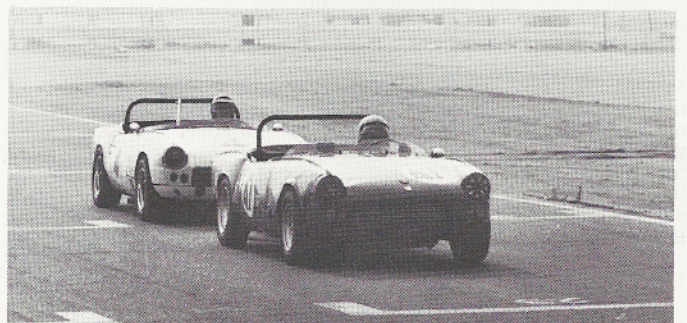
Spray it again! Kas Kastner holds can of "Kastner Porsche Stop" concocted in secret laboratory in Redondo Beach by four witches and Susie Dittmore. Jim Dittmore and Porsche team manager Richie Ginther enjoy the humor.



John Kelly, happily waving the checker, battled with Buz Marcus for the Northeast DP championship all season. At Riverside he won the big one in the white TR-4A.



For three laps it looked like this in C Production as Bob Tullius drove the race of his life. Porsche braking and handling told the story later, dropping Bob to a well-fought third.



After a race-long see-saw, Don Devendorf led Mike Downs across the finish line.

## THREE FOR TRIUMPH AT RIVERSIDE *Continued from Page 1*

second slower. During the early laps of the race it became obvious that the second made little difference. First Fuerstenau led, then Mueller took over. Rarely more than inches apart the two white Mark 3's had a five-car-length lead over the rest of the field before the first lap was over and the very quick Datsuns, Sprites, and MG Midgets had only third place to struggle for.

In the midst of that struggle was Dick Carbajal in another Spitfire. Though very fast during the season, his qualifying at Riverside went against him and he sat fifteenth on the grid. No matter. In a few laps he had nipped off twelve cars and was running third, barely ahead of Bob Sharp's Datsun. Their duel for third was hardly less spectacular than the first-place scramble but ended less happily for Triumph. Three laps before the finish, Dick's engine disintegrated, stamping DNF across Triumph hopes of a 1-2-3 finish.

Halfway through the race, darkness was coming fast. Most drivers had removed some of the protective tape over their lights anticipating this problem. Fuerstenau went them one better . . . he jauntily turned on the four-way flashers and blinked his way around the course, in command by distances of two inches to ten feet and frequently finding Mueller half way past him in the tight spots. On the last lap, he had pulled out about a two-length lead and it was obvious that Spitfires would be first and second. Gremlins got into the act, however, shutting off Mueller's engine late in the lap, leaving him to dead-stick across the line in tenth place.

All through the weekend a few minutes here and there made the difference. In warm-up practice the morning of the race, Lee Mueller's Spitfire sheared its flywheel bolts, starting a day-long pit battle to drill out the old bolts and replace them, a job completed only an hour or so before the start. Fuerstenau's car, smoking noticeably during the race, was dangerously low on oil at the finish. As for Mueller's gremlins, the verdict was bad gasoline! Inspection of the fuel pump showed it to be clogged with dirt and unidentifiable glop.

### G PRODUCTION

Twelve G Production Spitfires made it to Riverside and five of them made the first five spots on the grid. Mike Downs, Group 44 member, took the pole with a new course record of 1:48:16. Digressing a little, here's a chance to compare the Mk 2 with the Mk 3 . . . Brian Fuerstenau's new FP record is nearly four seconds faster. The next three drivers, Jerry Barker, Don Devendorf and Jack Scoville, were all on the same second. Right behind came Nils Sanborn with only a six-tenths deficit. The balance of the field showed a greater spread than in most of the other races, last qualifier being twenty seconds slower than Mike.

Morning fog had covered the course for race #1, H Production and, as the G cars fell in behind the pace car, the engine sounds were still muffled and fluffy. At flag-fall, they asserted themselves and charged off with the first four Spitfires all in strong contention. Jack Scoville tangled almost immediately with the Datsun of Jim Fitzgerald and was out with damaged suspension. On lap two, Jerry Barker felt a gentle nudge from the same oriental source and did a wild spin in the esses, dropping all the way back to 18th. Eventually, frequently lapping much faster than the leaders, he fought back to fifth, just behind the Alfa of Wilbur Pickett.

First place was in question every lap of the 17. It was Downs vs Devendorf and the final deciding factor was experience at Riverside. Either driver could maintain a small advantage on any part of the course except turn nine at the end of the straight. This sweeping, banked right is part of the old oval and a difficult turn to learn. No matter how much of a lead Downs might have going into nine, he was seldom ahead by more than inches coming out. In the end, Devendorf slipped through on the last lap and won by a length.

Other hard luck was suffered by Nils Sanborn who ran up among the leaders until forced to retire with a seized engine. A borrowed generator had frozen on about the 7th lap, throwing the fan belt and it was only a matter of time until overheating did him in. Former champ Jerry Truitt finished third in an MG Midget using a spare engine.

### D PRODUCTION

This one became a question of how fast is fast? Paul Hammer's Jaguar 120 was fastest down the straight, Buz Marcus had the pole in his TR-4A . . . John Kelly in the Group 44 TR-4A won the race. Hammer finished second and Marcus third.

From the start Hammer looked like a winner. The speed of the Jag gave him a lead of tremendous proportions at the end of the first lap. However, Kelly more than made up the deficit on the twisty portions and made his pass after five laps, never relinquishing the lead after that. Marcus, meanwhile, had to get past two swift Lotus 7's, one driven by ex-Spitfire driver Don Kearney, to work his way into third. He then matched Kelly's performance, passed Hammer and was making a strong bid for first with several laps to go.

Oil on the track at turn seven finished Buz's chances. Kelly slid but got through, Marcus spun off course and was passed by Hammer. Although he tried hard, Marcus was still a second behind at the flag. Kearney finished fourth and Bruce Philipp, Central Division champion, was fifth in a TR-4.

In 9th place was Dick Staples, Richmond, Va., who must be credited with the biggest effort in getting his car to the grid for the race. During Friday qualifying Dick went off in turn five, slid up a bank, hit the fence, spun around and backed into another section of railing. The results were a badly damaged right rear suspension and body, broken steering rack, etc. Despite what looked like a hopeless situation, Staples, crew chief Bill Zimmerman and helpers got cracking and the car made the race.

### C PRODUCTION

C Production was to be the last race on the program. Having seen night fall on FP Saturday evening, the stewards were aware that the planned starting time of 4:30 would result in several laps at the end in total darkness. The rest of the program was rushed, intervals were held to a minimum and since the afternoon was almost completely without incidents which would slow operations down, CP got under way at 4:20. Even so, tape was conspicuously absent from most headlights.

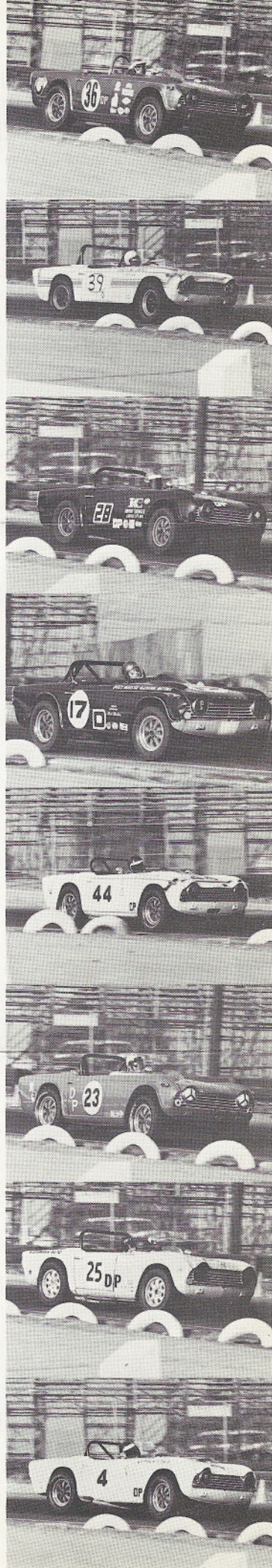
Bob Tullius, driving as well as he had ever done, missed the pole, coming just behind one of the two orange Porsches driven by Alan Johnson and Milt Minter. Johnson, in getting the pole, had set a new lap record at 1:39:72. Jim Dittimore's TR-250 was only two cars back behind the Datsun of Bob Sharp and another Porsche.

Tullius was clearly in the lead the first two laps but could not stay ahead of the Porsches in the all-important turn nine and was out-braked and passed on the third lap. He and Dittimore then proceeded to dice mightily for third place, sometimes playing follow-the-leader in the esses but more frequently fighting for position, a tactic which resulted in body contact at the end of turn seven putting Dittimore off course and distantly in fourth. Much of the excitement of the race was generated on the pit straight where, lap after lap, the two Porsches and the two TR's went by in a clump, rounding turn one in roaring unison, almost like one huge orange and white racing car. Only when they reached the esses did the Porsches' slight advantage in braking and handling allow them a small lead. Down the straight the TR's would catch up again and so it went. Tullius clung to Minter's rear but could not quite pass. Dittimore retired with mechanical problems on lap 15. His "no charge" light had been glowing visibly after the third lap and the final diagnosis was that the failure of the alternator had put considerable drain on the battery, lowering the voltage enough to slow the fuel pump, starving the thirsty fuel-injected engine.

Following a dispute over oil cooler locations, Johnson and Minter were placed one-two, Tullius third, Scooter Patrick in the Toyota 2000 fourth and Davis's Porsche 5th. The first Datsun was Scoville's, in sixth.

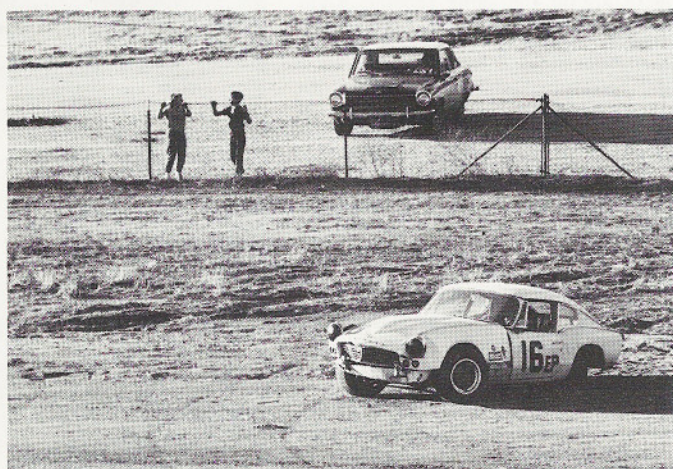
Three out of five is a great percentage and, when you consider the odds, the TR-250's third place is a real achievement. Clear proof was established that Triumphs built to Kastner specs are winners, east coast or west coast. The only margin of victory was driver experience and mechanical failure of the "that's racing!" sort.

How They Took Turn Six: Riverside is tricky so the similarity of line among TR-4 drivers is all the more remarkable. For you readers, a chance to compare techniques. For you drivers, a chance to spot where you lost those few tenths . . . or gained them!





Strategy conference. Robbie Krokus, settled firmly in the GT-6, gets last-minute advice from Kas. A few minutes later, the car was out of the race, side-lined by a broken axle.



GT-6 sits forlornly outside of the esses, retired after just five laps.

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## CLASSIFIED

### ITEMS FOR SALE:

1964 TR-4, approx. 64,000 miles. Red with white top, very clean. Has overdrive, Michelin X, radio, heater, chrome disc wheels. Includes Halda speed pilot, custom rally board, tool boxes and miscellaneous spares, chains, Lucas driving lamps, manual and extra wheels. \$1850. Harold Hemmele, 13924 Anola St., Whittier, Calif. 90605. 213-696-9729.

1964 TR-4, showroom condition. 6000 original miles. British Racing Green. \$1500. Joseph Fanelli, 527 Hopper Ave., Wyckoff, N. J. 07481. 201-652-7342 or 445-4803.

1966 TR-4A. Originally set up to race but streetable. New race-prepared engine (2195cc), tires and suspension. Many options, never raced. \$1995. Terry Tiffany, 300 Forest Dr., Short Hills, N. J. 201-376-5466.

1965 TR-4A race car. 30,000 miles. Overdrive, limited slip, 4:55 rear end, mag wheels, competition springs, shocks and sway-bars, engine lightened and balanced. Not stripped for weight, currently being driven as daily transportation. \$1600. T. B. Frazier, 601 Brown Trail, Hurst, Texas 76053. 817-BU 2-1180.

TR-4A, 1966. 2nd Dp SE 1967. Excellent shape, low mileage. Minilite mags, new Goodyear Polyglas, all competition extras. Can be put back in top competitive form with limited slip and F cam (available). \$2500 firm. Hal Gettings, 6605 Lenneal Beach Dr., Orlando, Florida 32810. 305/293-6847.

1963 TR-4 semi race-prepared for drivers school or regionals. Modified cam, balanced engine, high compression, roll bar and full competition suspension. \$545. Raymond L. Hawkins, Mendham Rd., Bernardsville, N. J. 07924. 201-766-3207.

1962 TR-4, ICSCC '69 class F champion. Complete with tow-bar, extra tires, many spares and all street equipment. 4 firsts, 4 seconds this year. Body dinged. \$1200. Eric Greenwell, 1101-B Gribble St., Richland, Wash. 99352. 943-9065.

1958 Maserati Zagato 2 litre coupe. Red with new brown upholstery, 3 Webers, Michelin X on Borrani wires. Make offer. Interested in TR-3 or 4 in trade. J. E. Nicholson, Jr., 1503 Brooks Ave., Raleigh, North Carolina 27607.

TR-4A parts. 4A manual \$10., tonneau like new \$12., top boot \$4., steering wheel \$4., jack and tire iron \$5. Bruce Bauer, 1707 Blue Jay Cove, St. Louis, Mo. 63144.

4A tonneau, front bumper and grille guard, Lucas P700 headlamps, Italian air horns, chrome luggage rack, all like new, half-price. Dr. C. Lear, Vancouver, B. C., Canada. 604-224-6209.

TR-3 manual, \$10. Water temp. gauge for TR-3 complete with tube and connections, new in box, \$18. D. R. Rupe, 114 E. S. 7th, Grangeville, Idaho 83530.

Mallory Ignition system for TR-3, distributor and coil. Needs distributor cap and points, \$7.50. One disc wheel with hub cap, \$10. H. W. Gray, Haley Rd., Kittery, Maine. 207-439-0803.

TR-4 head, block, cam, pistons, miscellaneous other parts in good condition. R. Breunger, Box 54, Mason City, Ill. 62664. 217-682-5655.

### ITEMS WANTED:

1960-64 Herald convertible or Sports 6 convertible, good condition. R. Breunger, Box 54, Mason City, Ill. 62664. 217-682-5655.

Black TR-4A tonneau. Carl DeZur, Jr., Box 98, Pennsville, N. J. Spitfire or GT-6 in need of mechanical repair. Prefer body be free of major damage. Please send description and price first letter. Garry M. Ford, RD 4, Waynesboro, Pa. 17268. 717-794-2203.

Armstrong adjustable shocks for GT-6. Walt Paliga, 24385 Colgate, Dearborn Heights, Mich. 48125. 313-561-2536.

## 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

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

SPITFIRE Competition Preparation Manual ..... \$2.00

JACKET EMBLEM ..... \$1.00

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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.

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