



**TRIUMPH**

# T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 12

DECEMBER, 1970

## CHRISTMAS CHEERS FOR JOHN KELLY AND DON DEVENDORF!

It was 17 degrees in the paddock as practice opened for the American Road Race of Champions at Road Atlanta, November 25th. Race cars would not start, let alone warm up, and the spirits of the drivers were as much in need of anti-freeze as their cars' radiators. By the end of the weekend, though, the temperature had topped 70 and two Triumph drivers had bagged National Championships. Another was just edged out for first and finished second on three wheels! Yet another survived an early-lap shunt that dropped him to the rear and came on to finish second.

The white Group 44 cars occupied pole positions in three out of four races but it was John Kelly who made the weekend for the group. Lying back for 14 out of 20 laps, Kelly drove a precision race, passing the leader, Jerry Barker, at the end of the pit straight. Barker, whose black Mk 3 was tremendously impressive, finished a close second followed by Ken Slagle in another Mk 3. The progress of the race was interesting in that Barker started hot and stayed that way while Kelly gradually increased his speed throughout. Slagle ran with an engine built in the open paddock after bearing trouble in practice while Barker's car poured smoke from the exhaust on every shift, no doubt causing his crew some anxious moments. Kelly's average



EP Champ Devendorf and wife, Alice. 2nd place finisher Logan Blackburn is at the rear.

speed was 84.49 and he lead by 8.7 seconds at the end.

Triumph champ number two was Don Devendorf who took his GT-6 to victory with a 10.9 second margin over the MGB of Logan Blackburn. The only GT-6 in the race, Devendorf's car sounded quick and was, averaging 86.59 mph for the 18 laps.

It was a repeat for Don who had made the trip from Los Angeles to Road Atlanta in October in a final attempt to qualify for the ARRC. His 9 points in that national put him into the big one and he led from halfway through the first lap despite a third row grid position.



John Kelly, FP winner, shown with Shirley Willis, Miss ARRC. Looks like Bob Tullius behind Shirley.

Coming within inches of capturing another national title for Triumph was Carl Swanson in the Triumph Competition Department GT-6 Plus. Carl inherited the lead when Brian Fuerstenau's GT lost its gearbox after building up an 11-second advantage. Swanson's lead was never more than a car length over the Datsun of Jim Fitzgerald and the two passed and re-passed every lap. On the final lap, the two cars touched at the top of the hill leading down to the start-finish line and Fitzgerald got a half car-length ahead. Just at this moment, Swanson's left rear wheel which had been loosening up for several laps, let go and he crossed the finish line at a 45 degree angle

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# Christmas Cheers...

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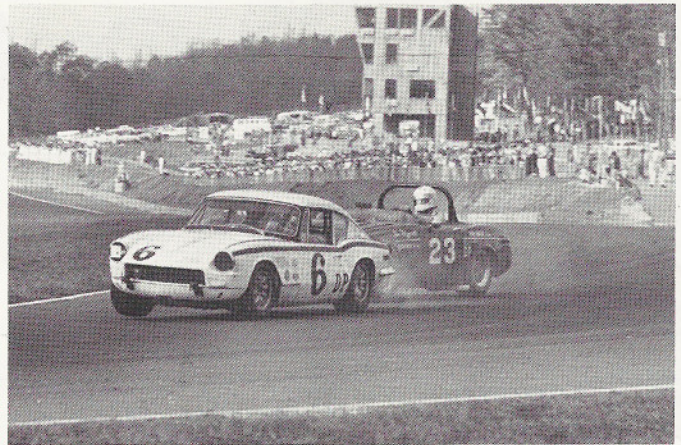
on three wheels. Carl displayed superb driving as he brought the car to a halt against the pit wall with no damage or injuries. Despite the fierce dicing they had gone through, the two drivers shared the honors in the winner's circle, Swanson having run down the pit lane to congratulate Fitzgerald.

Northeast Division G Production winner Jim Aronson arrived at Road Atlanta with the week's wildest paint job. Sponsored by Screaming Yellow Zonkers (you don't know what that is???), Aronson qualified in the second row, started slowly and was involved in the spin-out of another car early in the race. Coming back strongly, he was only 7.6 seconds behind winner Bill Koch in an MG Midget at the end of the race. Most disappointed driver in GP was Gordon Smiley, Spitfire pilot from Shawnee Mission, Kansas. After five laps of door-to-door battle with Koch, Smiley broke a U-joint and retired.

The news media, the crowd and the competitors all came expecting the C Production race to be the event of the weekend. Manufacturer's teams from Triumph, Porsche and Datsun vied for pole position and it went to the Datsun 240Z of John Morton by a scant two-tenths of a second over Bob Tullius in the TR-6. Right behind Bob on the grid was Lee Mueller in the Kas Kastner prepared TR-6. Misfortune number one occurred in the pre-race warm-up when Mueller went into the guard rail at turn five, bending the car too seriously to repair.

By himself, Tullius set out to stay ahead and led the first two laps before being passed, barely, by Morton. However, after several more laps sitting comfortably on Morton's bumper and waiting to make his move, Bob was forced out by clutch failure. Datsuns took all three places.

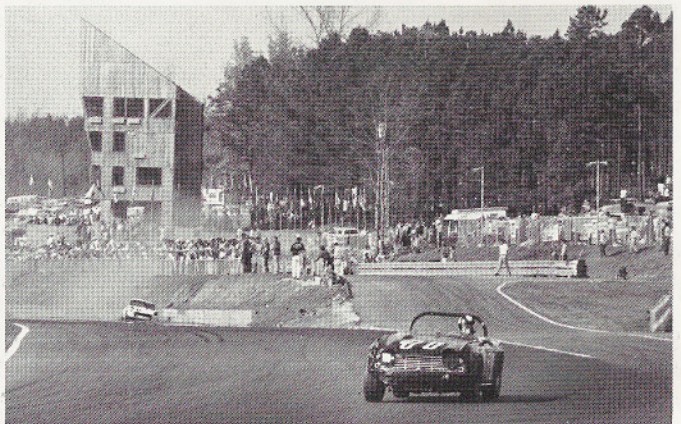
Drivers and spectators alike enjoyed the 2.5 mile Road Atlanta circuit, set in pretty rolling country near Gainesville, Georgia. They'll be back . . . the ARRC will be there again in 1971 and 72. Throughout the event, drivers and crews had a chance to relax and have a cup of coffee at the British Leyland hospitality van in the paddock. Spectators got a close-up of the 1971 TR-6 which served as one of the official pace cars. The TR will share honors with an MGB as pace car for all Road Atlanta events during 1971.



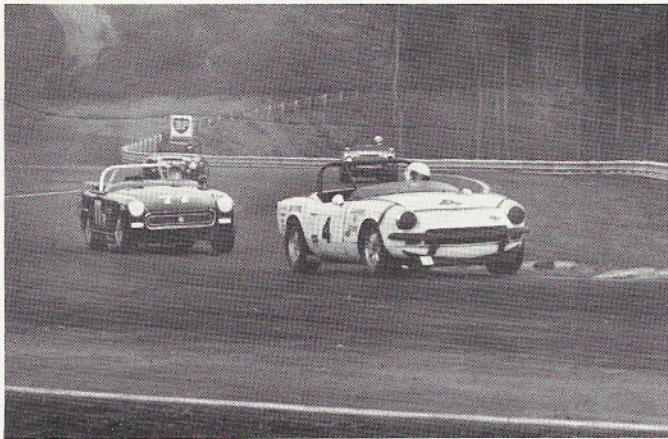
D P . . . Swanson's GT-6 Plus, Fitzgerald's Datsun



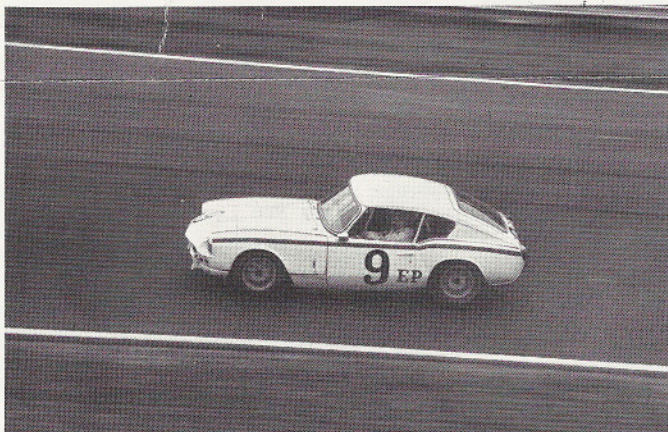
Fitzgerald drifts out . . . contact! (AP wirephoto—World Wide)



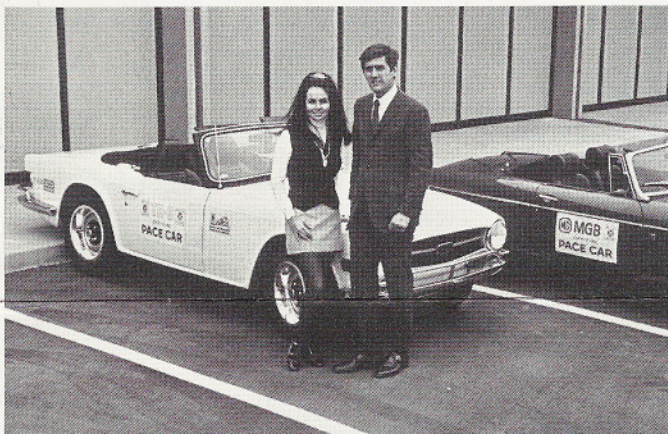
Carl Swanson brings the three-wheeled GT to a halt against the pit wall as Dennis Wilson's TR-4 goes through turn one, foreground.



Early in the FP race, John Kelly, in second place, led the MG Midget of Jon Woodner. Woodner retired after 15 laps.



Don Devendorf flashes past the tower on his way to an EP win.



Here's our pace car, posed with Shirley Willis and Earl Walker, president of Road Atlanta. TR-6 shares pace car duties with MGB.

## NOTES FROM HERE AND THERE

### "Snowblower" Defined

At last we know what the "snowblower points" mentioned in the mental puzzler a few issues ago were. Turns out the Triumph Touring Club of Rochester has an annual winter rally called, natch, the Snowblower. The '71 event will take place January 16 & 17. It is an overnight event with first car off at 8:01 P.M. on the 16th. Route covers the Southern Tier area of New York State and features "brisk speeds and challenging roads." Information and entry forms can be obtained from:

Larry Weishaar, Registrar  
Snowblower '71  
1500 University Ave.  
Rochester, N. Y. 14610

### Illinois Club Found . . . and Lost Again

A letter from Don C. McDonald of Franklin Park, Ill., clears up the mystery of the Illinois TSOA emblem. The group more or less disbanded in late 1966 but Don reports that he still has the charter from the State of Illinois, in case interest in the club should revive.

It seems a shame that a TSOA club, once formed, should fade away, especially in such a populous state. Although Don McDonald is not able to start a reorganization, we'll be glad to put interested parties in touch with him regarding the charter and perhaps some of the former club members. What about it, Illini?

### New British Leyland Sales Executive Named

The appointment of J. Bruce McWilliams to the new post of Vice President, Product Planning has been announced by Graham W. Whitehead, President of British Leyland Motors Inc.

Mr. McWilliams was Vice President, Sales, of British Leyland's Rover-Triumph Division. He is succeeded in that position by Michael H. Dale, who was Vice President, Sales, for the firm's Austin-MG and Jaguar Divisions. The move makes Mr. Dale chief sales executive for all British Leyland makes, Austin, MG, Jaguar, Rover and Triumph.

In his new post, Mr. McWilliams will be concerned with product planning for the U.S. market and will be responsible here for environmental testing and all matters relating to federal and state safety and air pollution standards.

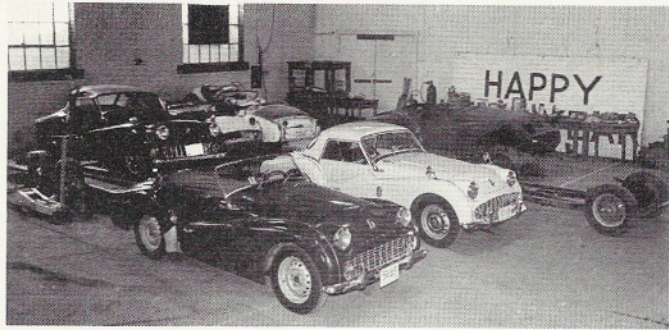
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Drawn by — Dave Patterson

THE STOPWATCHER

# THE HAPPY RESTORER



Dave Noake's fortunately spacious garage with six TR-3s.

Every automobile marque of character eventually reaches a point of age where the eye of the enthusiast falls on it. The motive may be simon-pure restoration, profit or a combination of both with a little nostalgia thrown in. The TR-2 and TR-3 series have reached this historic milestone and one of the most enthusiastic restorer-collectors is David A. Noake of Lexington, Virginia.

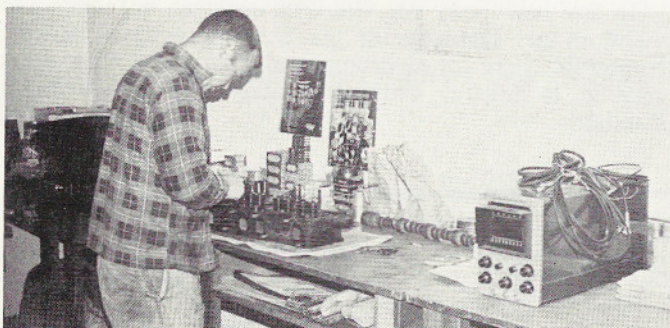
Dave writes: "To answer your question on the TR-3 restoration, I do all my own body work and all mechanical restoration except that requiring machine shop special equipment. I've worked with TR-3's since 1962 and have always had one or more everywhere I've been except Vietnam.

I purchased the first car in 1962 and took it to Germany. I "rescued" the 1956 from an airfield there where it had been abandoned in a rather disreputable condition. The body shell being restored is my original 1960 and all the others have been purchased within the last two years from persons in Washington D.C. and Kingsport, Tenn.

I feel I know the cars as well as any TR-3 enthusiast and have experienced most all of the problems associated with them, including a broken crankshaft."

Though most TR-3 parts are still available through Triumph dealers, some items are scarce and Dave is organizing a national group, complete with newsletter and swap sheet, to help meet this problem. For those of you who may have missed them in the past, we print the two primary contact addresses for people interested in the older TRs.

David A. Noake	TR Register - Terry Simpson
RFD 5, Box 280	100 High Street, Redbourn
Lexington, Va. 24450	St. Albans, Herts, England



The man himself, assembling with care.

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"The creation of the new post of Vice President, Product Planning, reflects British Leyland's intention to intensify development of cars specifically engineered for the U.S. market," said Mr. Whitehead.

## CLASSIFIED

### ITEMS FOR SALE:

'65 TR-4, Right Hand Drive, BRG. One of four originally imported for racing. This car never raced and in better-than-new condition. Used for pleasure driving and concours competition. New 6.50 x 15 Goodyear Blue Streaks, mag wheels, anti-sway bar, Konis, roll bar, wood wheel. New Clutch and transmission, Abarth exhaust, Judson magneto. All original components (paint, chrome, glass, tonneau, top) in perfect condition. Serious parties call or write for information and pictures. \$3000.000 or best offer. R. Bruce Fothergill, 7251 Mohawk St., San Diego, Calif., 92115. (714) 460-2121.

Two 520 x 13 Goodyear snow tires. Used one season on Triumph 1200. \$10 each. R. V. Lawrence, 258 Chappaqua Rd., Briarcliff Manor, N. Y. 10510.

Magazine Collection: Hot Rod from '65, Road and Track from '63, Car and Driver from '61, Sports Car Graphic from '62. Some years incomplete. Will sell complete for \$125 or individual copies plus postage. Saab service manual \$10. Further details from Cliff Halstead, P.O. Box 402, Manasquan, N. J. 08736.

### ITEMS WANTED:

TR-2s 3s or 4s, complete, wrecked or bits and pieces. If you have or know of any that are about to be sold for junk, let us make a bid first. We wish to see these cars preserved and restored. West Coast is all we can cover. Write or phone Don H. Korntved, Box AM, Weaverville, Calif. 96093. (916) 623-3563.

Judson Supercharger for TR-3, complete with all hardware for mounting. Prefer low mileage. Michael J. Patas, 401 Garcia Ave., San Leandro, Calif. 94577. (415) 632-0535.

NOTE: TSOA Classified listings are free to members and have proven to be quite effective. Listings should be in by the end of the first week in the month for inclusion in that month's issue. One time only . . . if you'd like the ad run again, please send it in again.

## 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
GT-6+ Competition Preparation Manual	\$2.00
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.

Merry Christmas  
and  
Best for 1971!