



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 1

JANUARY, 1970

'70 SUPPORT PROGRAM ANNOUNCED

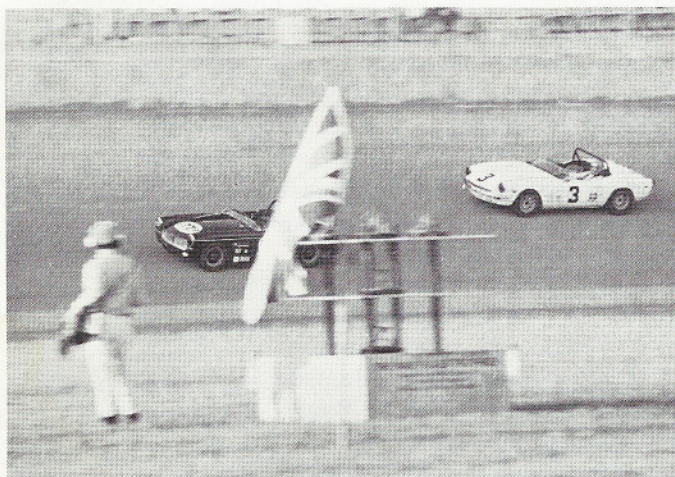
Mueller Named "Outstanding Triumph Competitor At ARRC" After Winning National Championship

J. Lee Mueller, 26, of Lynwood, Calif. was named the "Outstanding Triumph Competitor at the American Road Race of Champions" at Daytona Beach, Fla. after capturing the F Production National Championship crown driving a Spitfire Mk3.

Kas Kastner, head of the United States Triumph Competition Department, presented the Triumph trophy to Mueller after the ARRC and praised Mueller's excellent driving all season, especially during the highly competitive runoff race.

Mueller, who lists as his motto "Winning isn't everything . . . but losing is nothing," this year won his first

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The Mueller-Woodner battle flashes past the Nine Flags trophy stand. This was one of several laps during which the potent Midget was ahead but the distance was never greater.

The head of Triumph's nationally based competition department, Kas Kastner, today announced an increased Race Support Program for 1970 which awards money to the top finishing Triumph drivers who participate in Sports Car Club of America (SCCA) National Championship Sports Car Races.

"After one of the most successful racing seasons in Triumph's history during 1969, in which our drivers won a sweep of E Production at the ARRC, two national championship titles and more than 60 first place finishes in SCCA national competition, we plan on continuing and raising our support program for 1970," commented Kastner.

The Triumph Competition Department, the research and development arm for Triumph in this country, took the forefront in initiating the support program for amateur racers back in 1963. Since that time manufacturers such as Porsche, Datsun and Alfa Romeo have undertaken similar programs.

1970 TRIUMPH SUPPORT PROGRAM

Support monies will be paid to Triumph drivers participating in national championship events. Payment will be made as follows:

CLASS C

Triumph TR-6, TR-5 and TR-250 1st in class, \$200
2nd in class, \$125

CLASS D

Triumph GT-6 Plus 1st in class, \$150
2nd in class, \$100

Triumph TR-4 and TR-4A 1st in class, \$100

CLASS E

Triumph GT-6 1st in class, \$100

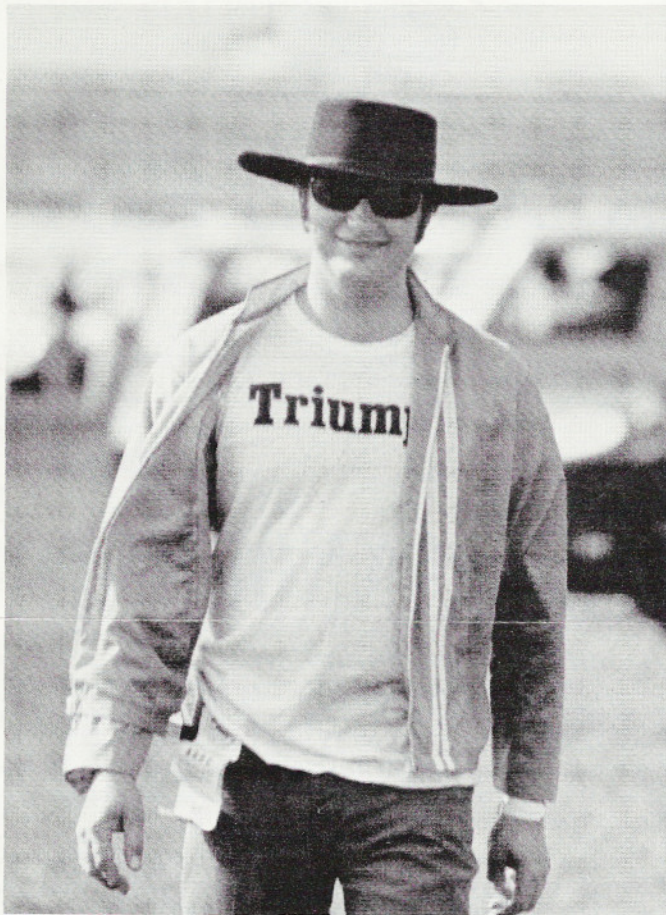
CLASS F

Spitfire Mk3 1st in class, \$100
2nd in class, \$ 50

CLASS G

Spitfire Mk1 and Mk2 1st in class, \$ 50

Triumph drivers who qualify for support money must send a copy of the official race results to the Triumph Competition Department, P.O. Box 1557, Gardena, Calif. 90249.



The FP champ "in character" at Daytona



. . . Ah . . . Er . . . Mike Downs also drives . . . ahem . . .

MUELLER

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national championship title in a hotly contested battle with 20 of the nation's top F Production drivers led by the MG Midgets piloted by John Woodner of Berkeley, Calif. and Jerry Truitt of Sewell, N. J. Mueller managed to take the checkered flag and the title after a nip-and-tuck battle with Woodner in which the two exchanged the lead several times a lap. Mueller was able to gain a slight advantage with only two laps remaining in the 30-minute race to flash across the finish line just one second (two car lengths) ahead of Woodner.

Starting his sports car racing career six years ago after being an avid Soap Box Derby fan, Mueller rapidly progressed up the ladder to become one of the top drivers in the country, winning the 1965 Pacific Coast Championship driving an H Production Sprite. In 1967, he finished second in the Southern Pacific Divisional G Production standings. In both 1968 and 1969, Mueller captured the Southern Pacific Divisional F Production championship driving Spitfires for the Triumph Competition Department, the Gardena, Calif. based research and development arm for Triumph.

LOCAL CLUB NEWS

Welcome to the Triumph Club of Miami! Members in southern Florida who want to affiliate with a local group should write to:

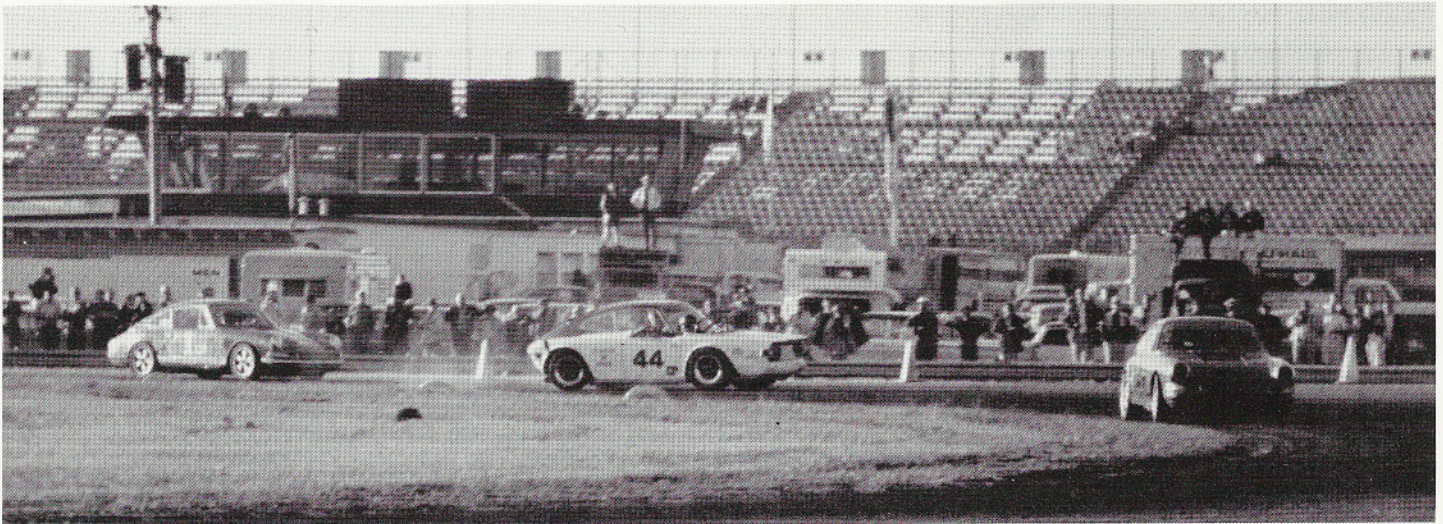
Triumph Club of Miami
 c/o Miss Madelyn Altman
 18131 N.E. 10th Ave.
 North Miami Beach, Fla. 33162.

The Triumph Sports Car Club of New Jersey received commendations from the New Jersey Council for its rally "The Old Indian." Each year, the Council rates all rallies in their annual series and the Old Indian came out second. It rated just a few points behind the South Jersey SCC "Jersey Devil" and ahead of the Jersey SCC "Monte Carlo." Credit goes especially to Ed Van Vliet and Joe Steigauf, rallymasters.

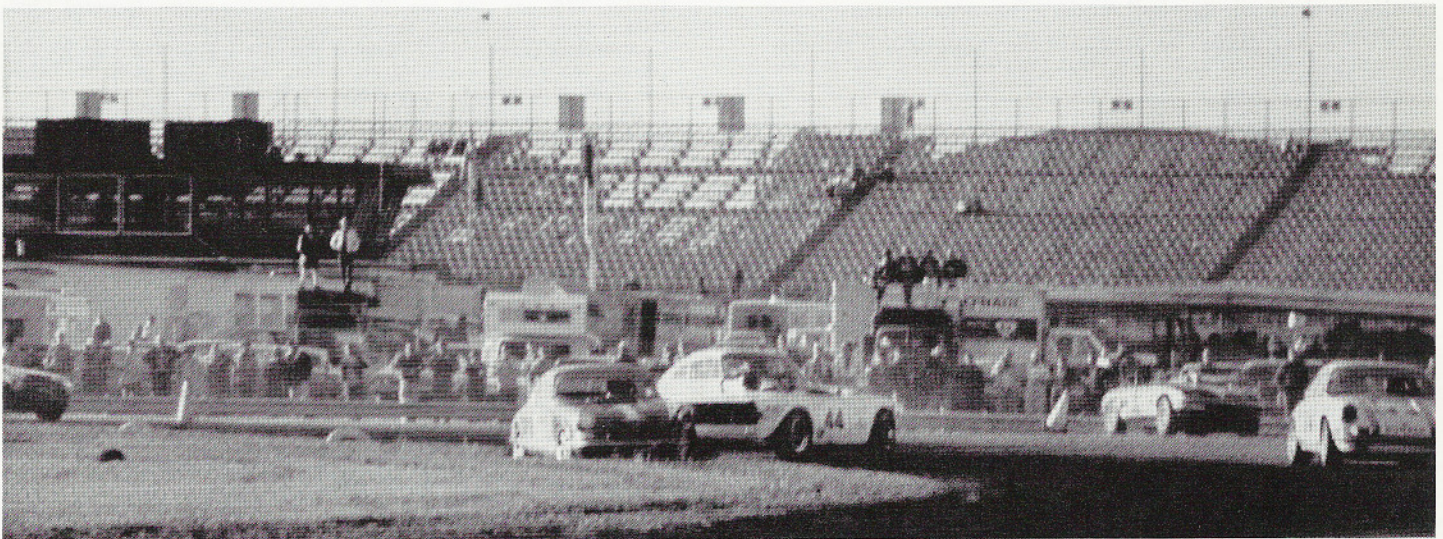
More year-end congratulations were passed out by the Wisconsin TSOA at their annual Christmas party. Their club points leaders were:

First — Bob Wirth
 Second — Al Mattacotti
 Third — Glenn Janssen
 Fourth — Dave Nelson
 Fifth — Bill Frear
 Sixth — John Marena
 Seventh — Bob Lorenzen

Continued on next page



HOW IT ALL BEGAN. The details of Bob Tullius' crash at the ARRC were a bit of a mystery until the photos were studied. Here it is evident how his spin started. The green Porsche, just beyond the TR-6, is Bob Beasley's. Coming into the corner far too fast, Beasley hit Tullius on the right rear causing him to spin. No serious damage was done and Bob, at this point, needed only to bring the car under control and get back in the race. However, note Alan Johnson in Porsche #1 starting to cut his wheels to the right. This was the fatal move.



HOW IT ALL ENDED. Johnson's avoiding action was the undoing of both contenders. Tullius' car struck the 911 very hard, breaking the TR-6's left trailing arm and severely damaging the Porsche. Note that Beasley, the cause of it all, is out of sight on his way around the course. Refer to the photo above and note that Minter's Porsche #2 which eventually won the race, was only a couple of car lengths ahead of the Group 44 car. Interviewed after the race, Tullius said "I had passed Johnson to take second and could have caught Minter, I'm sure."

CLUB NEWS

continued

And as for the girls . . .

First — Jean Marena

Second — Alice Wirth

Third — Jan Hawk

Fourth — Karen Kuckenbecker

New Member of the Year:

Glenn Janssen

And the traveling trophy for Member of the Year went to:

Bob Wirth

We are ready and anxious to list new club officers for 1970 . . . please send the names!

SERVICE BULLETIN

GT-6+ THROTTLE MODIFICATION

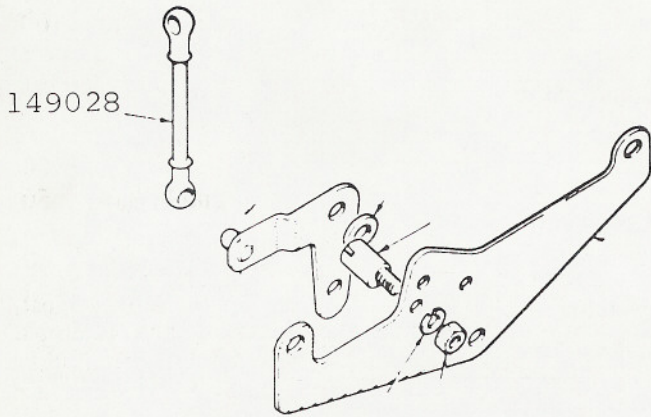
Some members may have experienced problems in obtaining smooth, progressive accelerator/throttle movement. A modification has been introduced to correct this. Details are shown below. We do not advise you to attempt this modification yourself unless you are familiar with mechanical work and have the necessary equipment for thread-cutting, etc.

An improvement in this condition can be made by removing the connecting rod (part number 149028) which joins the bell crank lever and the carburetor spindle cross shaft, removing one ball and reducing the total length of the rod by $\frac{3}{8}$ ", re-cutting the thread and re-

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SERVICE BULLETIN

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placing the ball end to give a dimension of 2.75" to the centers of the ball ends.

The original dimension of the connecting rod was 3.12" to the centers of the ball ends. The new dimension of 2.75" was introduced at approximate commission number KC 55500.

WINTER MODS

In years past, we have printed comprehensive instructions on starting your Triumph in cold weather, cold-weather maintenance, etc. For several years, this has been felt to be unnecessary as ignition problems, choke troubles, etc., are a thing of the past. However, one point must not be overlooked in the very cold areas. That is the brakes.

The wide-spread use of salt and other melting agents on roads has a bad effect on your car. While the Triumph body is well protected from the corrosive effects of these compounds, the brake lines, of necessity, are out in the open. You should periodically check the metal and flexible lines for evidence of corrosion. It's not a bad idea (on days when the temperature is over 32!) to hose off the suspension and brakes to get rid of the salt, etc.

COMING EVENTS

Jan. 23, 1970 —

Fun-gimmick rally. Miami TR Club. Call "Candy" (the Pres!) at 305-949-4631 or "Maddi" (the Sec.) at 305-945-9879.

Jan. 30, 1970 —

"Why A Rally On A Cold, Cold Night?" Triumph SCC of N. J. Register at 7 P.M., at the Bowlero, routes 3 and 46, Clifton, N. J. First car off at 8:01. This event begins the 1970 series of TSCCNJ Friday Night Capers. Call Betsy Amlicke, 201-471-3917.

March 15, 1970 —

TSCCNJ Old Indian, 1970. This will be a New Jersey Council event. Rallymaster not announced so call Betsy Amlicke, 201-471-3917, for details.

CLASSIFIED

ITEMS FOR SALE:

1959 TR-3 — needs windshield and "cosmetic" work — very sound, \$300. Also rear fenders and doors for TR-4 — \$5 each. Trunk, tonneau cover and rear bumper, \$10 — instruments, carburetors, etc., cheap. Wendell A. Button, Chelsea, Vt. 05038. Tel: (802) 685-4568.

1959 TR-3A with steel hardtop, brand-new radiator; new fiberglass bottom on fuel tank. Mechanically in fair/good condition (has never been raced or in accident). Bodywork poor/fair. Can be seen in Manhattan. What offers? Reginald S. Johnson, 30 Fifth Avenue, New York, N. Y. 10011.

All for the love of a "3" — you pay shipping charges and you have a white TR-3 tonneau — no leaks! Can be cleaned to be new. Sue McCue, 6052 Acoma Drive, Toledo, Ohio 43623.

Removed from new 1968 TR-250, will fit TR-4, bumpers, soft top, front shocks, rear springs, fiberglass hardtop, steel wheels, windshield. All items are new and removed for competition. Bill Bargagliotti, 205 Crestmoor, Circle, Pacifica, Calif. 94044.

Spitfire hardtop new; will paint to suit. Harry Cooper, Shrine Acres, Dallas, Pa. 18612. Tel: (717) 675-2715.

TR-3 parts for sale, everything but engine, transmission and steering box. Cheap. John Fayant, 18 S. Clark, Ferguson, Mo. 63135.

Triumph TR-3 1960 Soft top, original owner, new Michelin X Tires, Very good condition. Asking \$400.00 or best offer. Also Ski Rack for Triumph — \$10.00. J. Quinn, 5 Fox Hill, Upper Saddle River, New Jersey, Telephone: 327-3414.

5 American Mag aluminum wheels, \$225; oil cooler, new \$50; limited-slip w/3.71 gear set, \$80; rear bumper, \$10; left-rear fender, \$20; gas tank cap, \$5 or reasonable offers. Bernard Lindstrom, 1808 Elm Street, Davenport, Iowa 52803.

Competition Preparation Manual for the TR-4 and 4A. Second edition, 48 pages, excellent condition, \$1.00 post paid. R. Brick, 16 West 75th Street, New York, N. Y. 10023.

ITEMS WANTED:

Overdrive unit for Mk I and II Spitfire, preferably in working condition. Will buy outright, or trade standard transmission and drive shaft for yours. Hall Quast, P.O. Box 5277, Pompano Beach, Fla. 33064. Tel: (305) 942-0058.

Good used crankshaft for 1962 TR-3B. Bethany K. Dumas, P.O. Box 1629, Fayetteville, Arkansas 72701.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin 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