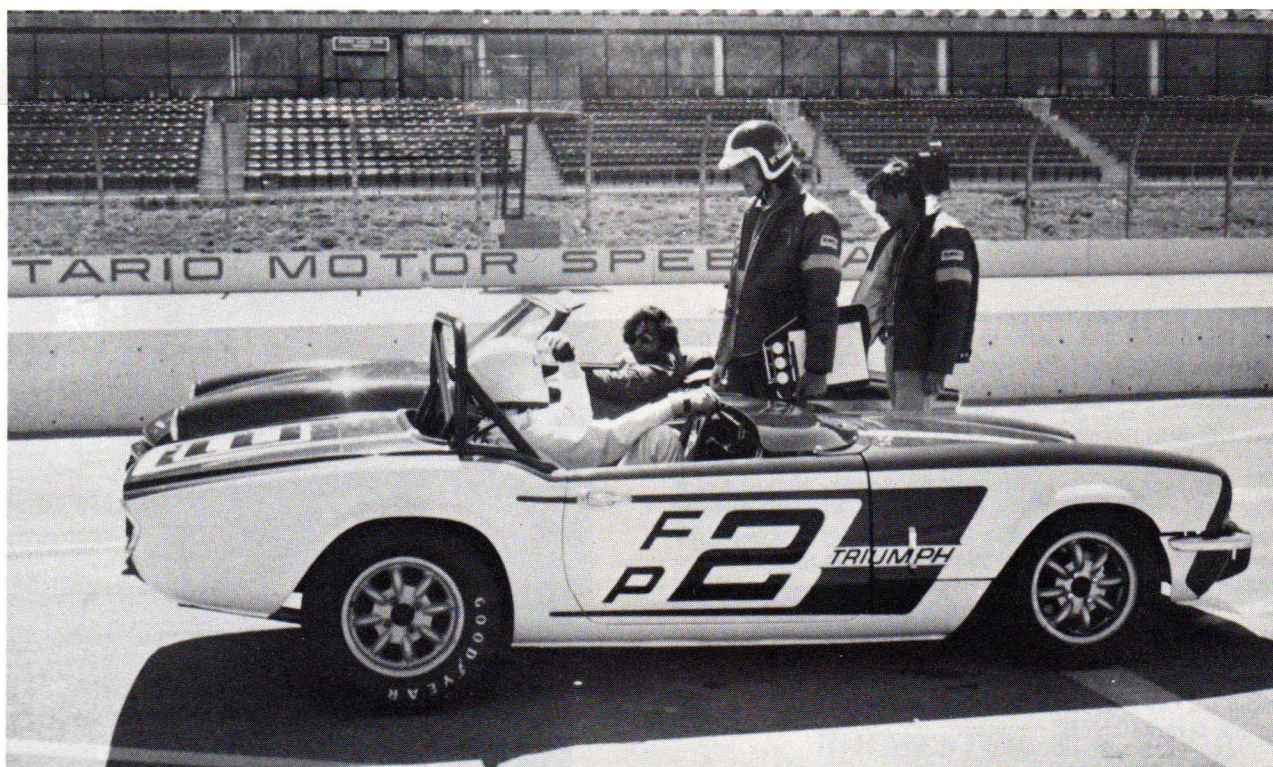


'THE MAKING OF A RACE DRIVER'



This beautifully prepared SCCA F-Production class road racing Spitfire is a principal character in the new film. Here race driver and head master Bob Bondurant (in helmet) confirms his successful lap times to the young driver who has just 'graduated'. Isn't that a great paint job? Has to be one of the sharpest racing Spitfires ever!

British Leyland television film about racing driver school features Triumph Spitfire

HOLLYWOOD, CALIF.: A new half-hour television film, which features a Triumph Spitfire 1500, is now being released for broadcast throughout the country. It is sponsored jointly by British Leyland and by the Champion Spark Plug Company.

Title of the film is "School for Speed—The making of a Race Driver" and it tells how the young owner of a Spitfire decides to fulfill his ambition and go motor racing. He attends Bob Bondurant's famous school for racing and high performance driving, and after 'graduating' gets into his very first event at Riverside track.

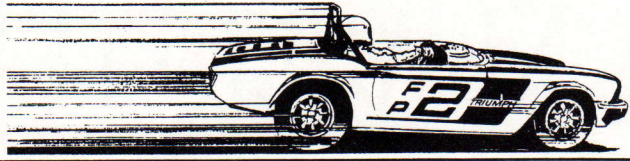
This film will have a lot of appeal for the young and

aspiring Spitfire owner or prospective owner. At our last count as much as 54 percent of Spitfire owners were aged 18 to 24 years. For many it is their first car: and interestingly enough about one-third are girls.

The story of 'School for Speed' opens at Ontario track in Southern California, where one of America's top road racers Bob Bondurant supervises the instruction of several would-be racers. Our hero, played by Rick Gates, gets his initial instruction with 'chalk talks' and skid pad action, using a dual-driver economy sedan. He drives his own Triumph for accident simulation and slalom tests. Then he has the Spitfire modified into complete SCCA racing trim for his high speed instruction on the road racing circuit, where split second stop watch timing is the true test. He

(Continued on Page 2)

-THE MAKING OF A RACE DRIVER!



(Continued)

happily meets Bob Bondurant's stringent standards and trailers the Spitfire over to Riverside for the next SCCA meet.

The film describes for inexperienced enthusiasts important lessons about the need for smoothness if very fast driving is to be safe; and about finding the apex in a curve at racing speeds—in fact all the basics. But it's not intended for the experts. It's for the newcomer and for both boys and girls who want to get into the great sport of motor racing but scarcely know where to start.

Producers are Robert E. Petersen Productions, of Los Angeles and the director Crawford Hawkins. Copies for club viewings will become available later this year.

* * * *

Editor's Note: We had a lot of fun and our share of headaches too, in making this film. It was a genuine Hollywood production in that Bob Petersen's, (founder of Hot Rod and Motor Trend magazines) film division made it. But we were also beset with the normal production hassles. Just as everything was all set to start, Ontario track went bust and Bob Bondurant's school later had to relocate. The delay meant we missed the race shooting at Riverside. By that time the season was over and we had to wait for Spring. We just had it all together when we switched film distributors. Then the producer quit. It really was the real thing. For the whole story you could ask Jim Coan, British Leyland's competition manager in the West, who was technical adviser and very persevering.

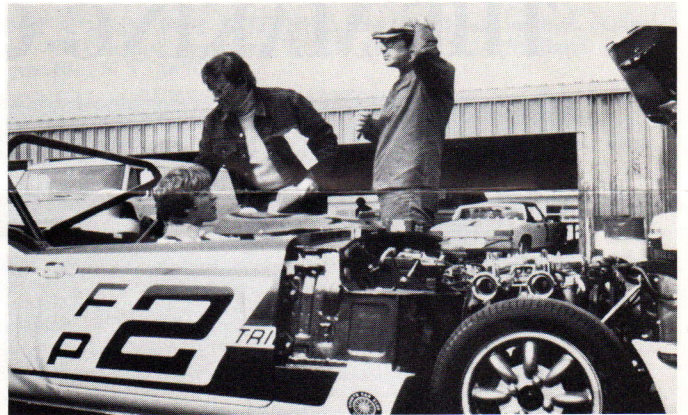
Another thing, actually we were fortunate in borrowing the race car, which was a golden/yellow color, from Jim McCashin of San Diego. We had it repainted in the beautiful white and green style devised by Dave Kent of Creative Car Craft of Hawthorne, Calif. But Jim did not like it as much as we did and so we painted it back again to his favorite color.



Competition manager in the West, for British Leyland, is Jim Coan, shown here placing a decal on a race car. For 1974 Jim is based in the San Francisco area, at the Brisbane (near the airport) plant of Leyland Motor Sales.



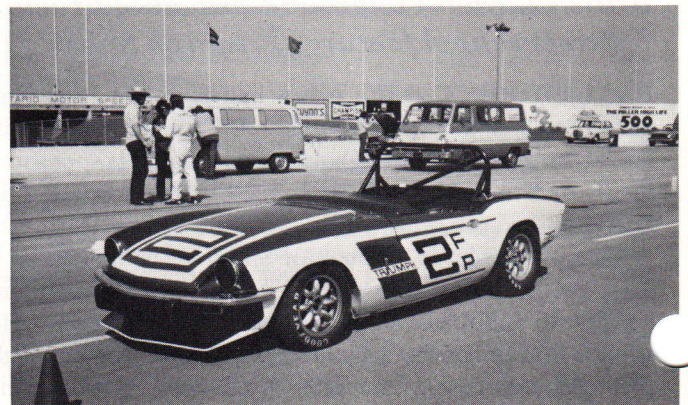
Film camera mounted, ready to go at Ontario Track.



Tuning up at Riverside, actor Rick Gates, director Crawford Hawkins and mechanic/side-kick actor Ray Buktenica.



Modifications from street car to race car were undertaken at British Leyland's competition dept., in Gardena, California.



In white and racing green, the film Spitfire was transformed by spoiler, mag wheels, racing windshield and roll bar.

PENNSYLVANIA HILL CLIMBS MAKE HISTORY

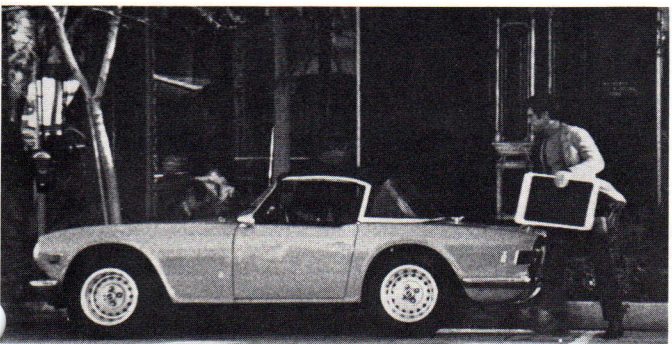
MONTOURSVILLE, PA.: "Largest organisation in the world devoted solely to the sport of hill climbing" is the proud claim put forward by the Pennsylvania Hillclimb Association in their annual year book. They ran 10 climbs at different locations last year and their championship winners included Vincent Hock (TR3) in E-Production 11, and Robert Snyder (TR4) in D-Production: besides a whole host of other British Leyland make winners such as Austin Coopers, Sprites, MGs and Jaguar.

The PHA was founded about fifteen years ago and has run this annual contest ever since. They average 150 cars at each of the hills, which average about $1\frac{3}{10}$ miles long. Marc Gerstein is president and he and his colleagues deserve congratulations.

There used to be a European hillclimbing championship. Maybe the PHA should challenge the speeds kings of Shelsley Walsh (1000 yards) in England, or the Freiberg (12 kilometres) in Germany!



Florida: Paula E. Kaufmann (center), a 17-year old senior at Dunedin High School, was recently presented with the keys to a new factory air-conditioned Triumph TR-6. The car was the super prize in a drawing sponsored by West Florida's Montgomery Ward Stores. A record 300,000 people entered. The handsome TR-6 was made available by Joseph J. Pillucere (right), president of St. Petersburg Sports Car Center. Making the presentation was Lewis B. Hodgson (left), Southeastern Zone Manager for British Leyland.



HOLLYWOOD loves Triumph sports cars: This TR6 was used in the motion picture "The Daring Dobermans" starring Joan Caulfield, Charles Robinson, Tim Considine and David Moses, produced by Rosamond Productions.



'TR COMING OF AGE' RALLY: In Britain the well-known 'TR Register' organization recently ran a winter Lands End (Cornwall) to John O'Groats (most Northerly town in Scotland) 1000-mile fuel economy event. Winner was Mike Ellis of Farnham, Surrey, who averaged over 40mpg. About twenty historic TRs took part including a 1954 TR2. Here's an attractive picture from the Birmingham checkpoint. Unfortunately names not known.

GIRLING BRAKE SERVICING

Two valuable and very well produced booklets called "Servicing Car Drum Brakes" and "Servicing the Disc Brake" have been produced by Girling Ltd., a Lucas company in Britain. They are really intended for dealers and service engineers but they give very clear explanations in general terms and have excellent sectioned drawings. If you are a real enthusiast for doing your own work, try writing persuasively to Lucas Electrical Services Inc., 30 Van Nostrand Avenue, Englewood, N.J. 07631.

ROCHESTER, N.Y. CLUB PLANS TO BEAT FUEL CRISIS

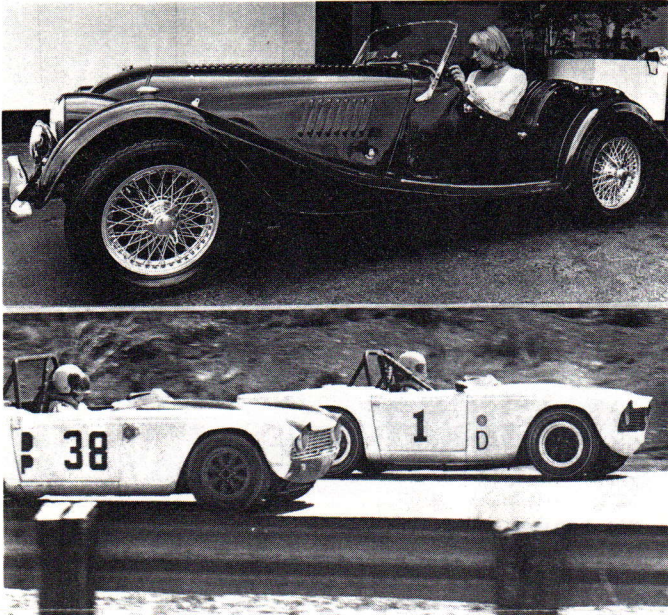
ROCHESTER, N.Y.: One of the most active Triumph clubs, with a long record of busy annual calendars and a first class monthly newsletter ("The Tracker") is the Triumph Touring Club of Rochester, N.Y. Their end of the year issue (28 pages) listed the new directors for 1974, with Dick Murphy as president and Andy Mayfield continuing i/c activities.

If any club can overcome the problems ahead for motor sport due to the fuel crisis, it must be this one. They have lots of good ideas. They welcome all interested the first Tuesday (8 pm) of each month at the Colonial Hotel, 1129 Empire Blvd., Rochester: or contact Richard and Sheila Campbell, 240 West Filbert St., East Rochester, N.Y. 14445 (381-7711).

For their Winter Fantasy rally 34 teams turned out in horrible weather, to compete for the Triumph and a few other one-make trophies.

CLASSIFIED

Triumph Newsletter readers and members of Triumph clubs are welcome to submit short Classified Advertisements of "Items For Sale", or "Items Wanted". However, we cannot accept responsibility in these transactions and publication is intended only as a Service, for which no cost is charged.



WHY A MORGAN in a Triumph newsletter? It's a TR-powered 1967 Morgan Plus-4 which race driver John H. Sheally II of Virginia Beach, Va. sometimes runs in autocross. The girl at the wheel in the photo (above) is actress Elke Sommer. (Below) John driving his ex-Group 44 TR-4 at Summit Point.

QUAKER STATE LUBRICANTS

The Quaker State Oil Refining Company advise that the Quaker State Super Blend Motor Oil, Quaker State Deluxe Motor Oil, and Quaker State HD Motor Oils *exceed the quality and performance levels* as required under recommended lubricants in the owner's manuals of British Leyland cars.

These various Quaker State products cover multigrade and straight SAE grades where listed. Performance levels required by British Leyland indicates MIL-L-2104B quality for the motor oils. The quality level for the above listed products meet API "SE" classification and MIL-L-46152 specification—this exceeding the MIL-L-2104B requirement. Also exceeding the MM and MS reference in certain of the manuals. Quaker State Super Blend Motor Oil is available in the following grades: SAE 5W/20; SAE 10W/30; SAE 20W/40. Quaker State Deluxe Motor Oil is available in the following grades: SAE 10W/40; SAE 20W/50. Quaker State HD Motor Oils are available in the following grades: SAE 10W; SAE 20/20W; SAE 30; SAE 40; SAE 50. In addition to the above oils, Quaker State HD Racing Oils are also of "SE" quality and MIL-L-46152 and exceeds MIL-L-2104B levels as listed in the various British Leyland manuals.

Quaker State Super Quadrolube Gear Lubricant and Quaker State High Performance Gear Lubricants meet and exceed MIL-L-2105B requirements for the SAE grades listed in the British Leyland Owner's Manuals under the Rear Axle and Steering Gear heading. Quaker State also has a full line of Greases including Multi-purpose Lithium NLGI Consistency No. 2.

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

ITEMS FOR SALE:

1959 TR3. Good mechanically, body rough but sound, interior very rough. Needs windshield and lots of T.L.C. Asking \$500 or best offer. Wendell A. Button, Chelsea, Vt. 05038, (802) 685-4568.

TR-4. With factory hardtop. Radial tyres. \$700, or best offer. H. Denney, 1132 Crescent Dr., Titusville, Fla. 32780, (305) 269-7816.

1966 TR4-A IRS. Red with recent enamel repaint. New clutch, brakes and rear including all universals. Good rubber plus 4 extra wire wheels, tonneau, boot, luggage rack and new top and seats. \$975. Ralph Brady, Bayshore, L.I., N.Y. (516) 273-0837.

BOOT COVER FOR SPITFIRE. Red simulated leather. Never used. Will accept any offer. Ira B. Perelle, 1234 Midland Ave., Bronxville, N.Y. 10708.

TONNEAU COVERS — (TR6-SPITFIRE) 1969 on. Brand new, original equip. List for \$60 ea. Will sell for \$25 plus \$3 postage. Send money orders to N. C. Gold, 8915 Maplebrook Road, Randallstown, Md. 21133.

'71 Mk IV SPITFIRE parts. Speedometer, Tachometer, fuel & temp. gauges \$50 complete set. Right door complete \$40. Rear bumper w. lic. light \$35. Heater compl. w. motor & nozzles \$40. Gas tank compl. w. filler cap & gauge \$35. Radiator w. cap \$30. Front brake callipers w. hoses \$20. Propeller shaft compl. w. good U joints \$35. Wiper motor w. compl. mechanism \$10. 2 horns \$5. Steering column w. wheel \$25. Steering gear compl. \$25. Rear axle w. rear suspension compl. (no shocks) \$100. 4 wheels compl. w. hub plates & wheel nuts \$55. Rear light units & side marker units 4 units \$15. Clutch & brake pedal units w. brackets \$6 ea. Handbrake mechanism \$5. W. Toepel, 1 Acton Rd., Westford, Mass. 01886 (617) 369-5531 eves.

ITEMS WANTED:

REMOVABLE HARD-TOP FOR TR-6 (1973). Send information to E. K. Johnson III, P.O. Box 559, Meharry Medical College, Nashville, Tenn. 37208 or call (615) 254-9985.

HARDTOP FOR STAG. Any condition. Call collect Mike Stanley, (904) 743-4506 or (904) 737-4500 or write 5808 Dickson Rd., Jacksonville, Fla. 32211.

ONE FRONT WINDSCREEN for a 1960 Triumph Italia and owner's manual. Would enjoy any correspondence from an owner or other enthusiasts of this rare model. Jesse D. Wall, 283 Staples Ave., San Francisco, California 94112.

WORKING GEARBOX for 1967 TR4-A. Please send postcard or call. Tony Cestare, P.O. Box 878, Metuchen, N.J. 08840. (201) 548-5665.

LOCKING GAS CAP FOR TR-6. Has any member discovered an acceptable method of preventing gas pilferage or located a manufacturer of locking gas caps for TR-6? Please contact Ira B. Perelle, 1234 Midland Ave., Bronxville, N.Y. 10708.

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 (Not currently available)	
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 (Not currently available)	
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 Sportscar Champions Jacket Emblem	\$.50
British Leyland Competition Stickers, Mylar	3 for \$1.00

Send Check or Money Order. No C.O.D.'s please.
Please make checks payable to Triumph Sports Owners Association.