

# Triumph



# Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 24, NUMBER 4

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

JULY-AUGUST 1978

## Sixty TR-2 and TR-3 Series Triumphs Compete at West Virginia national meet

**Big Concours and Technical Workshops features at Triumph Register of America's annual gathering**

*We cannot quite repeat the glories of the four-color front cover of the last Triumph Newsletter. You remember we featured the girl-in-the-bikini with her TR7 and the fans\* gave us rave reviews! But we do cram a lot of attractive information into this number for July/August, as well.*

*Reports from the big summer events are pouring in. Preference goes to the TRA national meet in West Virginia, where sixty TR-2 and TR-3s made up one of the biggest get-togethers of the year. National Secretary Skip Marsh made it easy for us with his clear report, precise results list, and a dozen photos to choose from—all efficiently captioned. Now we look forward to much more of the same from other clubs, so that TSOA members can read about such events all over the country.*

*Among our Letters from readers are a useful one about TR6 carburetors and another about a unique TR-4A conversion into a deluxe van. Keep those letters and tech. tips coming!*

—The Editor

*[\*For the faithful we have a few copies available, suitable for framing or display in den, office or workshops.]*

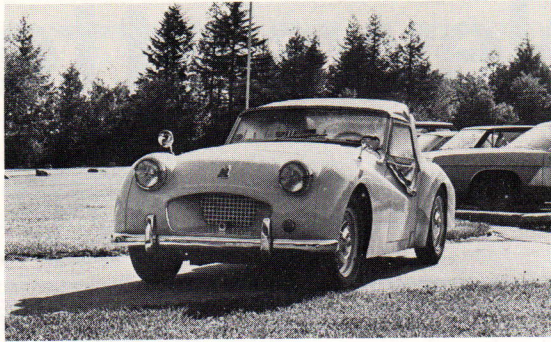
The Triumph Register of America (TRA) held the fourth of its highly successful yearly National Meetings this June 2-4 at the Blackwater Falls State Park Lodge near Davis, West Virginia. The TRA organization, devoted solely to the preservation of the TR-2/3 series of Triumph sports cars, was assisted in its efforts by the support of the British Leyland Triumph Sports Owners Association which had donated twenty Concours d' Elegance awards for the event. Also supporting TRA's effort was the McMillen and Baer Triumph dealership of Heidelberg, Pa., which sent a lovely British Racing Green 1978 TR7 for display during the meet driven by Mike Connolly, driver of a TR7 in the Sports Car Club of America's D Production class.

The entire Blackwater Falls Lodge was booked by TRA meeting registrants with an overflow crowd accommodated nearby and nearly 200 participants in all. Some sixty TR-2/3 series sports cars were present at the event, which included workshops on TR tune-ups by Jay Worrall of Falls Church, Va.; turnsignal repair by Dr. Harry Dickson of McLean, Va.; and front suspension rebuilding by Mike Wolfe of Philadelphia, Pa. Several meeting and greeting

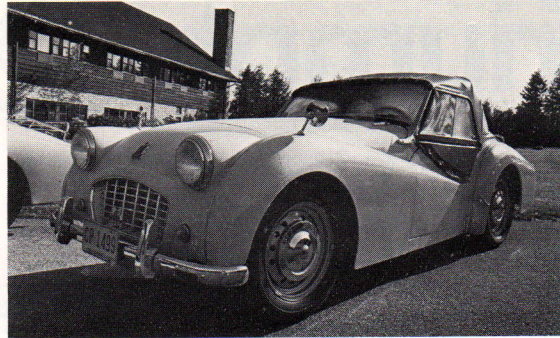


Neatly lined up for the TRA national meeting four rows of TR-2/3 series, all looking in great shape in spite of a rain shower.

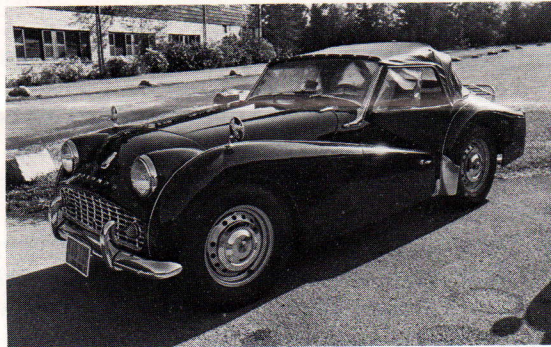




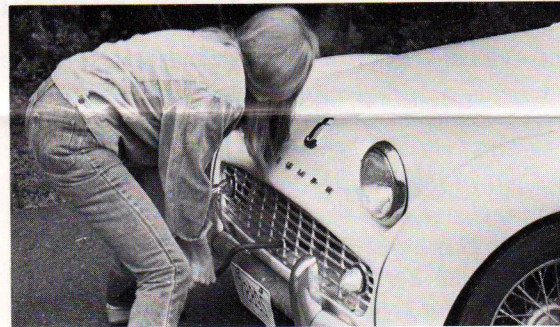
Best TR-2, owned by National Secretary Skip Marsh.



Best TR-3 was Barb Richards' from Lancaster, Ohio.



Best "Driven Daily", Ed Miller's TR-3A from Camillus, N.Y.



A contestant attempts to bring her TR to life during the post-concours show crank-start contest.

parties were held over the weekend and the evening of Friday, June 2nd, saw Charles Runyan of The Roadster Factory, Armagh, Pa. hosting a new old stock and new reproduction parts sale for the gathered TR owners.

Saturday June 3rd began with an early morning tour to the Blackwater Falls themselves and the surrounding dew-covered mountains, followed by repeat workshops and owner preparation for the Concours d' Elegance. Rain marred the event-filled day but was usually manifested as a light drizzle so Meet participants were able to move around freely and found that it actually decreased the amount of work they had to do for their entry in the Concours—because of the rain, there was no reason to polish and clean the bodies of their TR's for the show! The Concours show itself was a genuine treat, since renewed interest in the early TR's has generated a greater and greater number of owners willing to spend the time and money to restore their cars to perfection. The overall quality of cars in the show has continually increased from year to year, and the 1978 show brought the finest crop of early TR's ever. Strict Concours rules govern what may and may not be done to the car during restoration so that the marque is preserved in a manner equalling the way it came from the factory.

Show awards presented at the gala banquet Saturday evening were numerous, with some award winners worthy of special note. The "Longest Distance Travelled in a TR" award, presented yearly to a meet attendee, went this year to two intrepid TR owners from Santa Fe, New Mexico, who each drove a TR-3A from home to the TRA Meeting

site—a one-way distance of 2140 miles!! This dedication to the marque meant that two first place longest distance travelled trophies were presented to Louis and Niki Walker. The second place award went to Dan Karnath of Palm Harbor, Florida, who trekked a mere 1,200-plus miles to the event. The "Greatest Optimist" award went to a fine mechanic from New Hampshire, David Pfaff. David arrived at the Meeting in grease-stained coveralls wearing welder's glasses. No one knew what the welder's glasses were for, but the grease on his coveralls came from the 3 water pumps he had replaced driving to the Meet! His wooden rocker panels drew the attention of spectators as a sure cure for rust in that delicate area, and after the weekend David and his car headed—not for New Hampshire—but to North Carolina before returning home up the East coast.

#### Many Triumph Items Available

A TR paraphernalia boutique was held throughout the weekend and included the sale of official Meeting T-shirts and posters, as well as key fobs, reproduction look-alike gearshift knobs, framed drawings of TR's, and many other items such as jackets and needlepoint. The Meeting registration area was filled with displays of factory literature and early photographs of TR's and TRA club events and a continuous slide show depicted owners' cars and past TRA National Meetings.

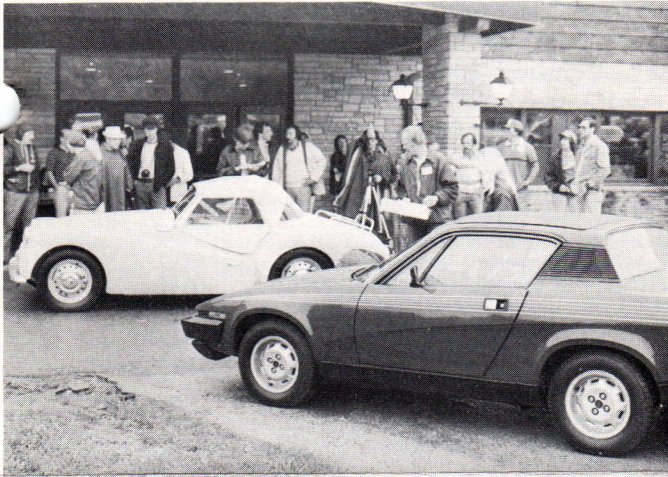
The BAP/GEON dealership of Bob Stratton in Fairfax, Va. also provided discounted parts for sale during the weekend, and TR parts man and professional restorer John



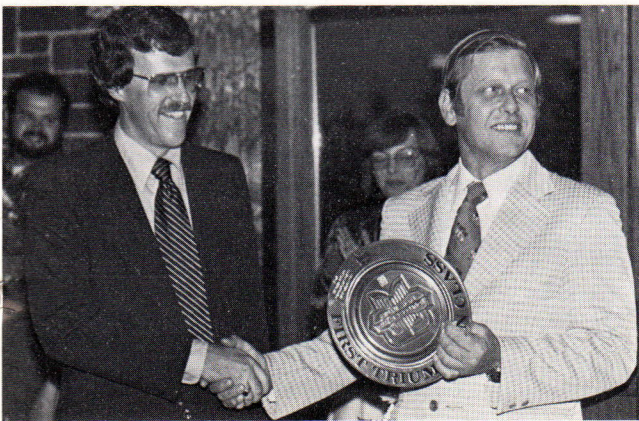
Connolly of "Start Your Engines" in Beltsville, Maryland, was also in attendance. A front anti-sway bar for the early TR's was provided as a door prize by ADDCO Inc. of Lake Park, Florida, and other door prizes were donated by the Potomac Area Center-TRA, event organizers. The AMCO Corporation of Hollywood, California also supplied numerous gearshift knobs as prize awards. British Leyland Motors provided for the use of six sports car-related films during the event, and Sports and Classics of Stamford, Conn. provided advertising funds, along with the manufacturers of Spic and Spoke, a wire wheel cleaning product.

The "Best Overall" car award went to the owner of a TR-3A who spent five years doing a frame-up restoration—TRA National President Joe Richards. This lovely powder blue car with blue leather interior shows the careful attention of a meticulous craftsman, and should serve as the epitome of a correct car for years to come.

The three TRA Centers which came in force to the Meeting—Central Ohio, Potomac (Washington, D.C.) and Western Pennsylvania—are already considering plans for next year's East coast event. However, TR-2/3 owners had another chance to attend a major TRA event this summer—the TRA West National Meeting at the Arco Plaza in Los Angeles, Calif. held August 19th.



The 'Best Overall' TR-3A made an interesting contrast with the latest TR7, introduced by the local dealers McMillen and Baer Triumph, of Heidelberg, Pa.



(Left) Triumph enthusiasts indeed! Niki and Louis Walker each drove a TR-3A from their home town of Santa Fe, New Mexico, the 4,200 miles round trip to West Virginia and back. They swept the Longest Distance Award by 3,000 miles!

(Far left) Top officers of the Triumph Register of America set a good example by entering some impeccable cars in the Concours. Here President Joe Richards (right) deservedly receives the 'Best Overall' award for his TR-3A, from Secretary/organiser Skip Marsh (left).

## RESULTS CONCOURS D' ELEGANCE

(4th TRA National Meeting, June 2-4, 1978, Davis, West Va.)

### TR-2 Class

- 1—Skip Marsh, Vienna, Va.
- 2—Bobby Weaver, Harrisonburg, Va.
- 3—Arnie Kovalo, Delaware, Ohio

### TR-3 Class

- 1—Barb Richards, Lancaster, Ohio
- 2—Paul Mihalek, Pittsburgh, Pa.
- 3—Tor Meeland, Washington, D.C.

### TR-3A Class

- 1—Joe Richards, Lancaster, Ohio\*
- 2—Jack Farish, London, Ohio
- 3—Vic Nigro, Lancaster, Pa.

### TR-3B Class

- 3—Rob Burnett, West Webster, New York

### Driven Daily

- 1—Ed Miller, Camillus, New York
- 2—Dan Karnath, Palm Harbor, Florida
- 3—Sharon Dickson, McLean, Va.

\*Best Overall—Joe Richards (TR-3A), Lancaster, Ohio

## AND ANOTHER VINTAGE TRIUMPH CONCOURS IN MID-WEST . . .

Randy Mason, the loyal Triumph enthusiast who sparks the Vintage Triumph Register out of Michigan, sent along the official results (below) of their national meet held this year in Indianapolis. Photos and more details to follow:

## RESULTS

(VTR National Meet, Indianapolis, Indiana, July 29, 1978)

### A. ROADSTERS

- |                                |            |
|--------------------------------|------------|
| 1.—Will Schweitzer (1949 2000) | 367 points |
| 2.—Ed McVay (1949 2000)        | 342 points |

### B. TR-4, TR-4A, GT-6

- |                                 |            |
|---------------------------------|------------|
| 1.—Nancy Budd (1967 TR-4A)      | 379 points |
| 2.—David Pelham (1967 GT-6)     | 345 points |
| 3.—James Schultetus (1964 TR-4) | 304 points |

### C. TR-3, TR-3A, TR-3B

- |                             |            |
|-----------------------------|------------|
| 1.—Bruce Ware (1963 TR-3B)  | 378 points |
| 2.—Mike Stello (1962 TR-3B) | 376 points |
| 2.—Marlin Bell (1960 TR-3A) | 375 points |
| 2.—Randy Mason (1958 TR-3A) | 373 points |
| 3.—Bill Smith (1959 TR-3A)  | 369 points |
| 3.—Don Koutney (1960 TR-3A) | 365 points |

### D. NON-TRIUMPH

- |                                   |            |
|-----------------------------------|------------|
| 1.—Frank Feighery (1964 Amphicar) | 383 points |
|-----------------------------------|------------|

### E. LONGEST DISTANCE

- |                               |           |
|-------------------------------|-----------|
| 1.—Paul Macomber (1960 TR-3A) | 750 miles |
|-------------------------------|-----------|

### F. BEST OVERALL

- |                            |            |
|----------------------------|------------|
| 1.—Nancy Budd (1967 TR-4A) | 379 points |
|----------------------------|------------|



# The Sport



BY VISOR

## OUTLOOK FOR TRIUMPHS AT THE ATLANTA FINALS

Jim Newcombe of Lakewood, N.J. looks as if he's trying to set an all-time Triumph victory record with his Spitfire 1500. Going into the Labor Day SCCA races at Lime Rock, Conn., Jim had 19 wins in three years of competition. His 19th win, at the Watkins Glen national August 16, was his sixth for the 1978 season and it gave him the Northeast Division Championship in class F Production, his third divisional title in as many years.

A year ago, Jim scored seven wins. In 1976, he ran 15 national races winning six. This year, Newcombe has only lost two races: Watkins Glen in July when he was second to the reigning FP National Champion Tom Collier (also Spitfire) and Nelson Ledges in June when he was third behind Bob Criss' MG Midget.

Jim has got to be among the favorites for the national title this year. However, he's not fared well at Road Atlanta having DNF'd there in 1977 and 1976. He's hoping the jinx is up.



... Two for Atlanta next October—Ken Slagle's TR7 (right) leads Jim Newcombe's Spitfire in combined D/F Production ...

## KEN SLAGLE SHOULD BE THERE

Another Northeast Division driver who has iced his division class championship is Ken Slagle of Harrisburg, Pa. Ken handles a D Production TR7. Going into the Lime Rock races he had five wins and a second. Last year, Ken had seven wins with his TR7 and won the divisional title. If there's a driver who knows Road Atlanta, it's Ken Slagle. He's been racing at the run-offs since 1972, running a Spitfire in F Production until 1976. In 1975, he won the FP Championship.

You may remember Ken from "The Racers" series on TV when he and his wife were featured in a half-hour show shot at Charlotte. Quite a couple. Ken has a full time job at IBM and they both work on the car.

A third Spitfire 1500 driver has sewed up a divisional title and he's Jerry Barker, the expert auto mechanic from Cerritos, Calif. who races in the Southern Pacific Division. Jerry has five 1978 wins in FP. He is another former National Champion who has changed classes although not

marque loyalty. In 1975, he won the GP run-off with a Mark III Spitfire.

Spitfire racing goes back a few years in the Barker family. Jerry's dad, Ed, won the very first American Road Race of Champions in 1964 with a GP Spitfire.

## THOSE MCCARTHY BROTHERS AGAIN

Tom McCarthy, one of the three Triumph racing brothers from the San Jose, Calif. area, clinched an invite to Road Atlanta through his August 13 win at Sears Point with his Brew-A-Cup Spitfire 1500. That gives him three victories and puts him near the top of the class in Northern Pacific points standings. Brothers Mike and Mark may be at the run-offs at the end of October but they'll be there as crew members this year instead of racing, unfortunately.

## TR6 WINS AGAIN ...

The TR6 may be out of production but it's not out of any real Triumph aficionado's mind. Nor is it out of the winner's circle. That's been proven by Dennis Wilson of St. Clair, Mo. who has had four D Production wins in his TR6 in Midwest Division SCCA racing this year.



... Dennis Wilson's TR6 keeps on winning ...

## ... AND SO DO TR-3, TR-4 and GT6

There's more evidence that a good thing doesn't go away, or at least not totally. A TR-3 driven by Dan Hughey of Indianapolis won the May 21 E Production national race at Nelson Ledges; a TR-4 piloted by Mike Needham of Slidell, La., took the EP contest in the Stuttgart, Ark. May 14 national and a GT6 handled by Bob Crawford of Santa Clara, Calif. was the winner of the Aug. 13 Sears Point.

## RALLY CHAMPIONS

On the rally side, Triumph's John Buffum/Doug Shepherd are still the team to beat for the SCCA Pro Rally crown and they are closing in on the NARRA Montgomery Ward Auto Club championship.

By the time you've read this, Buffum will be back in Vermont following his fourth U.K. rally this year. Only this time, he has been at the wheel of an experimental TR7 equipped with a 3.5 litre V-8 motor. The event was the International Burmah Rally in Scotland, Aug. 18-19.

John had to learn a few tricks to handle his new car. It's right-hand-drive and up 'til now, all of John's driving has been with left-hand-drive, including the Ford Escort he ran in British events earlier this year. There's no problem to switching to right-hand-drive on English highways for most Americans but under high performance rally conditions, in which instinct counts a lot, it was a real test. Buffum placed eighth, his best in a British rally. And this in spite of what Leyland's competitions manager John Davenport described as "an encounter with an immovable part of Scotland" which set both John B and the car back.



## CLUB NEWS

### New Triumph Club in Dayton, Ohio, area

Sixteen Triumph owners have formed a new TSOA centre in the Dayton, Ohio, area and their president, Arthur Mindermann, has issued a very useful short newsletter recapping the objective of the club and announcing future events. The newsletter is called "The Marque".

Main objective is the exchange of information in maintaining and restoring Triumphs through tech and workshop sessions. Also a list of parts suppliers is being prepared. Title of the club is the Miami Valley Triumph Sports Owners Association and the cars owned by members range from a 1953 TR-3 to a 1977 TR7. Other Triumph owners interested in joining should contact Art Mindermann, Miami Valley TSOA, 4401 Woodland Hills Blvd., Dayton, Ohio 45414 (1-573-275-0631).

### VTR Triumph Enthusiasts Visit England

A party of 35 from the Delaware Valley Triumph's chapter of the national Vintage Triumph Register will be away September 15/24th on a 10-day tour of England taking in all sorts of visits of interest to Triumph enthusiasts.

They are due to attend the third Standard—Triumph International Rally at Rousham Park near Oxford, Sunday, September 17, where several hundred Standard and Triumph cars are expected. Visits to the Triumph and Jaguar works are hoped for, as well as to the Coventry and Stratford auto museums. The tour finishes up with a few days in London, including a visit to the Vanden Plas coachworks of British Leyland.

Tour hosts are Barbara and Richard Langworth who ran a similar enjoyable trip last year for the Packard club. This year they are taking advantage of Laker Airlines for the return flight. Dick Langworth, incidentally, has given up his editorship of The Vintage Triumph and is concentrating on a detailed history of Triumph, to be co-edited with Graham Robson.

### GT6 Success in Virginia Autocross

In the Triumph Newsletter last issue we mentioned the Peninsula Sports Car Club of Hampton, Virginia, and the desire of its secretary, Charlie Edmonson, to form a local TSOA club. PSCC put on an autocross July 23 and Charlie reports that the Triumph GT6 models driven by Ed Lynch

and Randy Bailey were an easy first and second in their class. Triumph owners who want to form a local club in that area should contact Charles D. Edmonson, 118 Brad-dock Road, Hampton, Va. 23661.

### Concours and Park Picnic on Long Island

The Long Island club had a good turn out for their Concours in June, an event that is likely to become their big one each summer. About forty different Triumphs showed up. Actually this was the first year the annual picnic in Eisenhower Park had been combined with a formal Concours. In spite of a few organisational problems (the Park officials suddenly wanted to move the Concours site!) the judging took place in six different categories. Next year the intention is to group GT6 and Spitfire together and then subdivide this into two classes—early and late—as with TR6.

But the Long Islanders are looking for more people to help run events, to judge at the Concours, and to start work on building up next year's event. They welcome any Triumph owners in the greater New York area, who may not have a local TSOA centre. Contact Bill Sohl, president, Long Island Triumph Association, 28 Barrington St., West-bury, N.Y. 11590 (516-333-3159).

### RESULTS

(Concours, Long Island Triumph Assoc. (LITA), at Eisenhower Park, June 25, 1978)

#### Stag, TR-3, TR-4, and 250

- 1.—Bob Eldridge (Stag)
- 2.—Greg Pitto (1968 TR-250)
- 3.—Paul Lapidos (1958 TR-3)

#### 1973/1976 TR6

- 1.—Rick Francis (1976)
- 2.—Eric Schnall (—)
- 3.—Rich Reynell (1976)

#### GT6

- 1.—Carl Mattson (1972)
- 2.—Larry Eldridge (1968)
- 3.—Roy Summer (1972)

#### TR7

- 1.—Ray Jordan (1976)
- 2.—Bob Frieze (1978)

#### 1969/1972 TR6

- 1.—Chuck Nauss (1971)
- 2.—Carol Tobie (1970)
- 3.—Rat Stewart (—)

#### Longest Distance Award—

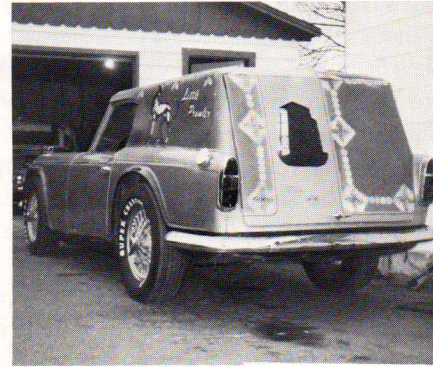
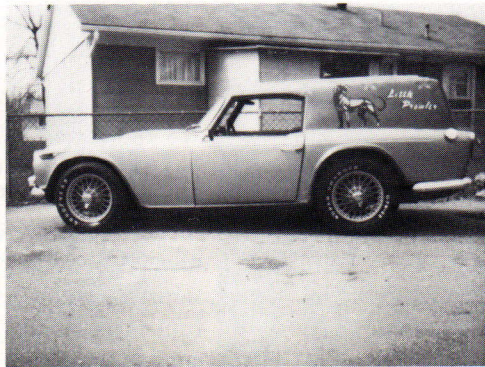
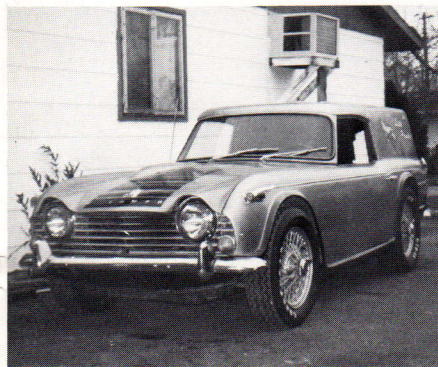
- John Winters,  
W. Simsbury, Conn.

## LETTERS TO THE EDITOR

### TR4 Van Conversion

"We believe our Triumph is unique. It was a 1966 TR4A with IRS suspension. There is about six months' work in it to convert into a van.

We removed the gas tank and cut out the sheet metal from behind the seats. Then mounted an Opel gas tank



Bill and Rosemary Nordyke's 1966 TR4A has been converted into a van, with Triumph emblem-shaped rear window!



behind the left rear wheel with stock gas cap. The top is all metal, with bracing strong enough to stand on. The tailgate is hatchback style, all metal (one piece). The window in the tailgate is the shape of the Triumph emblem. The spare tire is in stock position.

The total cost of material for the outside conversion was approximately \$75. We can't give a price on the interior because it would be up to the individual.

There is 101 sq. ft. of carpeting with crushed velvet seats and dash. We must use an electric fuel pump because the gas tank is very low to the ground.

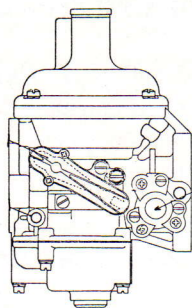
The car was being sold for scrap before we started the conversion. The car is stock length.

The general purpose was for shows. We have been in two as of now, placing first and second respectively.

We believe this Triumph is the only one of its kind in existence. Our children think it is really great"

—Bill & Rosemary Nordyke, Dayton, Ohio

### ZENITH STROMBERG CARBURETORS



By-Pass Valve

NOTE: The three slotted screws secure the unit to the carburetor.

The three POZIDRIV screws hold the assembly together.

### Technical Tip—TR6 High Idle Speed

"I have been unable to correct one nagging problem on my 1974 TR6. At normal engine temperature, the RPM's do not drop off fast enough when the clutch is disengaged to shift upward. This makes it very difficult to match engine speed with transmission speed in order to shift smoothly, and distracts from the pleasure of driving the car. When the engine is cold and the choke is pulled, the engine behaves as expected. Tuning the engine seems to have no effect. Is this to any extent a trait of the car, or can you suggest some steps which might alleviate the problem?"

—Paul D. Van Norman, Ashland, Kentucky

[The Technical Editor Comments: There may be a vacuum leak that could be in any of the following:

1. Manifold fixing bolts loose
2. Carburetor fixing bolts loose
3. Vacuum line security, i.e., cracked lines

Once one is sure the induction system is good, and the problem continues, the by-pass valves could be failing to close correctly which would cause high idle. If the idle does not come to the correct setting when the by-pass valve is adjusted, it is possible a piece of dirt has lodged on the seat of the valve.

Remember it is normal to have after-burning in order to clear the manifold of excess fuel. Also, in order to ensure that the car is complying with exhaust emission limits, you should have your dealer check with infra red equipment.]

### They Liked Our Color Cover

"... I would like to commend you on the cover-picture of the May-June Triumph Sports magazine. If at all possible, I would like a poster size picture to hang in our office for our service representatives."

T. A. Secker, Carlstadt, N.J.

"... Undoubtedly the best Triumph Newsletter ever... And I asked for her name first!..."

Chris Economaki, Ridgewood, N.J.

"... Do you have her name and phone number?"

B. Oursler (Photography), Hastings-on-Hudson, N.Y.

### SOLD!

My Spitfire top boot was sold the day after the Newsletter arrived in the mail. Pretty fast action in those classified!

—MLC, Bloomingdale, N.J.

### CLASSIFIED

#### FOR SALE

TR-3 parts; from a single bolt to complete car & anything in between. Mechanical parts, engines, transmissions, rear ends. Sheet metal too. Doors, hoods, decks, bonnets, frames, fenders. Write needs. Dan Wata, 1760 E. 238, Euclid, Ohio 44117.

1960 TR-3A—80% restored with 20,000 miles on new engine, drive train; new M401 Semperit tires; top, tonto and side curtains; paint and interior excellent; completely original; at \$2,200. Carl Nolan, 2325 Bienville Drive, Monroe, La. 71201. (318) 323-4415 (days), (318) 322-8859 (nights).

Air Conditioning: I have access to a few rare factory appearance A/C units no longer in production to fit Spitfire, GT6, & TR6. Still in Boxes with instructions. Marion S. Moore III, 1717 Mosstree Rd., Apt. 13, N. Charleston, S.C. 29406. (803) 554-4836.

### 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
TR-4/TR-4A Competition Preparation Manual .....	\$3.00
SPITFIRE 1500 Competition Preparation Manual .....	\$3.00
TR-250/TR-6 Competition Preparation Manual .....	\$3.00
GT-6+ Competition Preparation Manual .....	\$3.00
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 .....	\$1.00
British Leyland Competition Stickers, Mylar .....	2 for \$1.00
British Leyland Competition Patches (Helmet) .....	(12 for \$10.00) \$1.00
British Leyland Patches .....	(12 for \$10.00) \$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.

THE TRIUMPH NEWSLETTER—for Triumph enthusiasts

EDITOR: JOHN F. DUGDALE

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