

# Triumph Newsletter



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 27, NUMBER 3

600 Willow Tree Road • Leonia, New Jersey 07605

JULY-SEPT. 1981

## Over 100 Triumphs at TRA Annual Meet —valuable restoration ‘workshops’

### Editorial:

#### TOP TRIUMPH EVENTS THIS SUMMER

*Continuity is the key to successful motor sports events. A popular gathering well organized each year will steadily build in importance. We are happy to record two or three of these in this issue and like to think that Triumph Newsletter's reporting over the years has helped build them to their present status.*

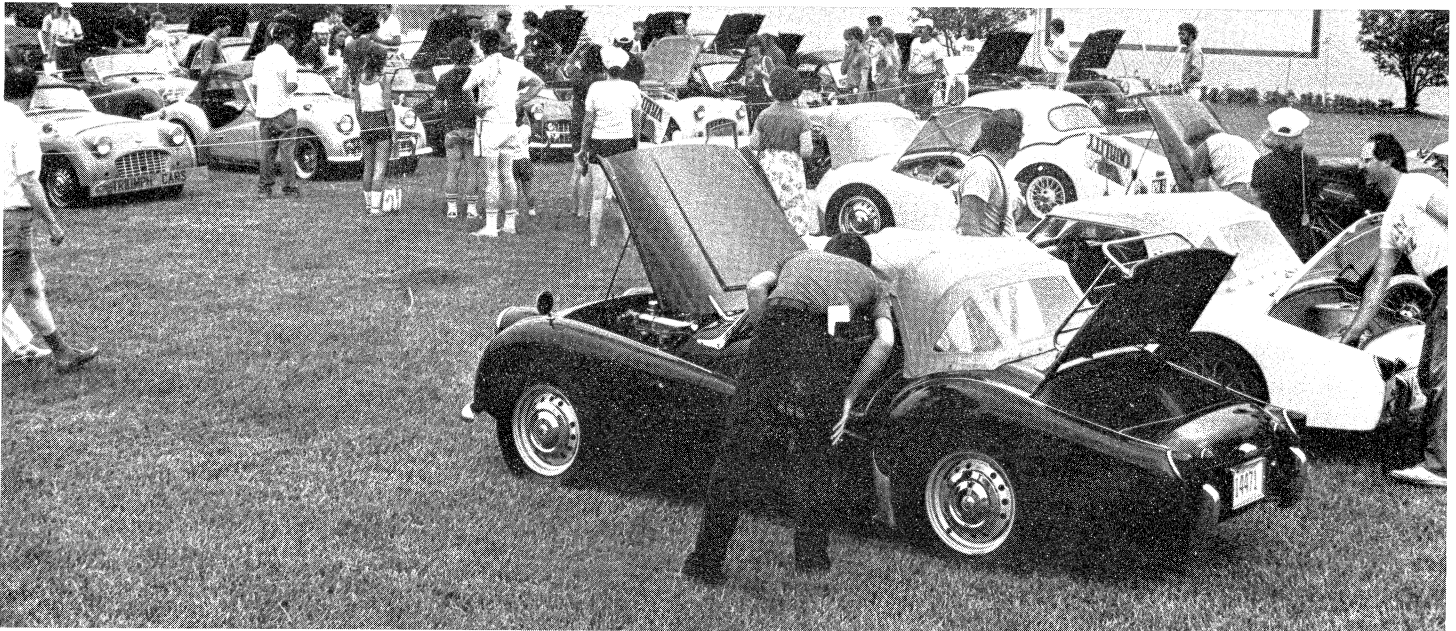
*Front page coverage comes from Skip Marsh, energetic national secretary of the Triumph Register of America which has now successfully organized its 7th national meeting, which attracted 104 registrants. Thanks Skip for a most thorough and well illustrated account.*

*Then there are pictures and results from the 6th North American Triumph Challenge held at Bloomfield Hills, Michigan, as submitted by Herb Hummer, Concours Chairman for the Detroit Triumph Sportscar Club. 56 Triumphs participated. There's a commentary on the Vintage Triumph Register's long established National Convention, held at Bartonsville, Pa. this year; and a racing saga of the 'Showroom Stock' 24-Hour race at Nelson Ledges. TR7 and TR8 have been actively raced this year in 'SS' and some will also be seen at Atlanta in the SCCA finals.*

The Triumph Register of America (TRA) held the seventh of its highly successful yearly National Meetings this June 18-21 in the beautiful countryside of Northern Virginia. The TRA organization, devoted solely to the preservation of the TR-2

and TR-3 series of Triumph sports cars, concurrently hosted the sixth Standard Triumph International Rally (STIR VI) with special Concours classes and events for owners of all Triumph models. TRA was assisted in its efforts by the generous support of the JRT Triumph Sports Owners Association (TSOA) which donated the majority of the Concours awards. Meet attendees also received a pleasant surprise over the interest of Bob Tullius of Group 44 fame, who arrived unexpectedly for an outdoor barbecue at the site on Friday, June 19. Bob's interest stemmed from his long association with the Triumph marque, making him the most senior and seasoned TR veteran among those present!

The sophisticated Dulles Marriott Hotel served as the backdrop for virtually all meet activities, which drew 104 registrants, 65 TR-2/3 series Triumphs, 20-plus other Triumph sports models, and an estimated 300 participants overall. The Potomac Area Center (TRA) hosted this huge four-day gathering, which included workshops on the early model TR turnsignal control head by Dave Hanna, spare parts coordinator of the Central Ohio Center—TRA; body restoration techniques by Eric Wilhelm and Alan Feldstein of John Connolly's "Start Your Engines"



TR2/TR3 Series models line up for the judging at the Triumph Register of America's 7th national meeting, held at Dulles Airport.

## TRA Annual Meet (Continued)

in Beltsville, Maryland; and a fascinating "restoration debate" by Larry Frey and Jim Farley of Columbus, Ohio, both prior Concours first prize winners. This "debate" centered on the advantages and disadvantages of cosmetic-only versus total "frame-up" restoration of the early TR's, resulting in a lively discussion.

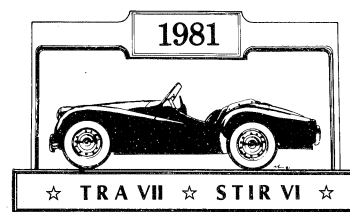
### An Event-Filled Weekend For All

Numerous events were held throughout the four days of the meet, with so many Triumph-related activities that it was virtually impossible to attend all. The meet began auspiciously on Thursday June 18 with two workshops, a tour of the Dulles International Airport for registrants' children, the initiation of the weekend-long boutique sale of Triumph paraphernalia, a shopping excursion to one of the largest malls in the United States at Tysons Corner, Virginia, and a moonlight bus tour of the nation's capitol including all major landmarks. Friday June 19th began early for the burgeoning group of participants, with a scenic tour of a lovely (and typically) Virginia mansion, another workshop, a so-called Novice rally (designed by a fellow who has trouble finding his way to work), a tennis "round robin," an outdoor barbeque, a reception for all hosted by TRA National President Joe Richards, a new/used parts auction, and the showing of a Cinemascope version of the film *Le Mans* with Steve McQueen.

The highpoint of the Friday was difficult to select but most would agree that it occurred after the Rally and during the parts auction that evening. Spirited bidding took place for a number of coveted Triumph items, and the suspense heightened as a 5 by 7 foot dealer-displayed "Triumph Sports Cars" sign went up for bid. The multi-colored sign was the center of attention, and bid prices rose rapidly with numerous bidders dropping out as the price was elevated. Hurried calculations were made which included answering a key question: how would one transport a 5 by 7 foot sign for several hundred miles home when your personal transportation consisted of a TR-3? When all was said and done Ken Aaron of Havertown, Pennsylvania was the new owner of the prize, for a mere \$150. A friend's pickup truck provided the means of transportation and Ken's family room is now festooned with a genuine (albeit somewhat large) conversation piece!

### The Concours D' Élegance

Saturday June 20th opened with suspense as owners prepared for what has become the pinnacle of TRA meetings: the Concours D' Élegance. While numerous nervous owners arose at 6 a.m. to clean and polish their already immaculate Triumphs, a scenic tour began and a TR parts flea market commenced. Children's events were held and the now-annual hand crank-start contest got underway. At 11 a.m. cars began moving to a lovely, well-trimmed grass field next to a lake and adjacent to the Marriott Hotel. Shades of Pebble Beach! Cars were aligned by skilled Concours marshalls, and were arrayed by strictly-governed classes for TR-2, TR-3, TR-3A, and TR-3B models, "Participants' Choice" class, and a multitude of STIR classes ranging in age from Roadsters to TR7s. Judges from outside the club had been selected months in advance and had attended a judging



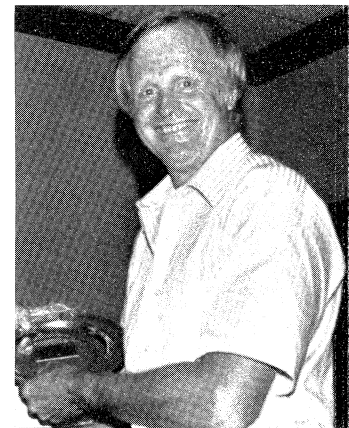
"training school" put on by National TRA representatives Ron Gordon, Skip Marsh, and Len Renkenberger. The school had included a detailed multi-hour presentation demonstrating the differences among various Triumph models with a slide show, color photographs, two display cars, and precise judging sheets for reference. The only thing that had not been covered was the possibility of inclement weather—and so it occurred! Judging began at noon and ended at 3:30 p.m. with all classes fully judged and scored. The weather hurried the judges along as their scoring sheets became amply soaked in the rain.

### Events Sponsorship

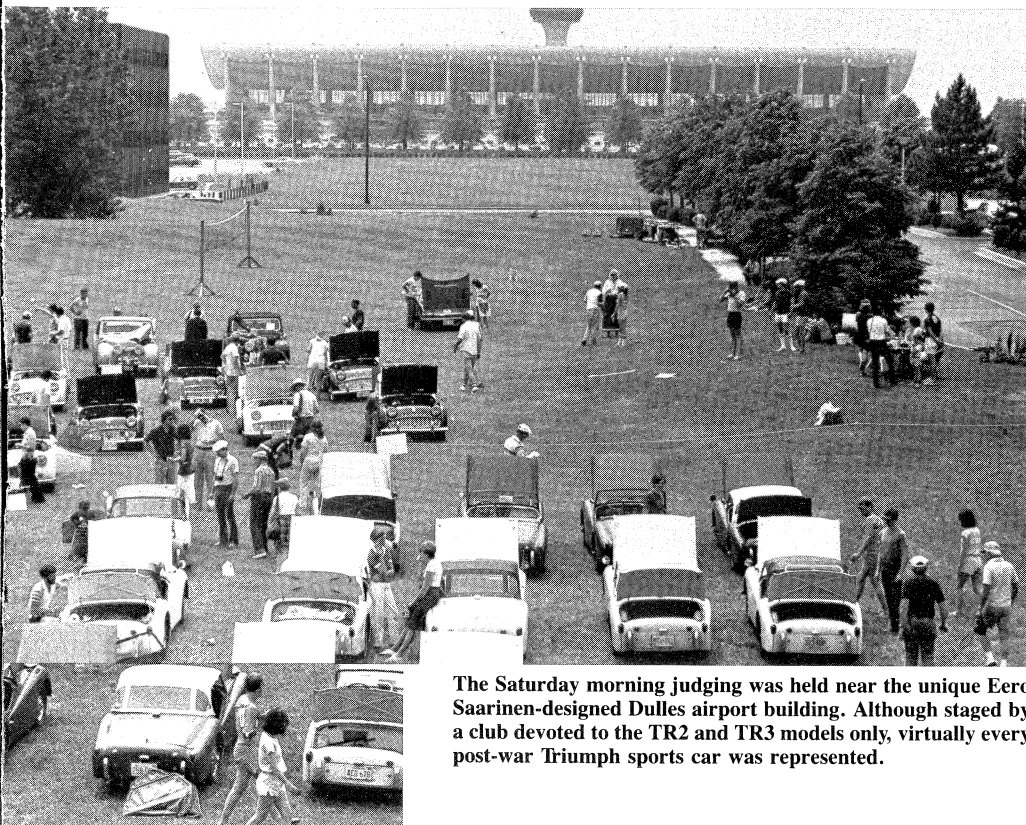
That evening found the dampened but recovering enthusiasts in the banquet hall, with an attendance over 200 strong. Concours awards were presented, and a cornucopia of door prizes was



TRA president Joe Richards (centre) presents a special award for 'meeting attendance' to Ed Woods. A TR3A tops the trophy.



Jim Farley, whose TR3A was voted 'Overall Best of Show'.



The Saturday morning judging was held near the unique Eero Saarinen-designed Dulles airport building. Although staged by a club devoted to the TR2 and TR3 models only, virtually every post-war Triumph sports car was represented.



A non-TR entrant, Will Schweitzer's shining black 2000 Roadster.

distributed to lucky winners. Numerous awards had been donated by: JRT; the STIR Committee; Charles Runyan's The Roadster Factory, Armagh, Pa.; Automat of Hicksville, N.Y.; Moss Motors of Goleta, Calif.; Addco of Lake Park, Florida; Eastman Kodak of Rochester, N.Y.; Metric and Multistandard Components Corp. of Hawthorne, N.Y.; Sports & Classics of Darien, Conn.; Tom Edwards' Foreign Speedometer Service of Columbus, Ohio; AMCO of North Hollywood, Calif.; The STP Corporation; Armorall Products; BMW of Fairfax, Va.; the Nisonger Corporation; *Skinned Knuckles* magazine; and NOVUS of Compton, Calif. Special mention goes to John Connolly's "Start Your Engines" of Beltsville, Md., for John's representatives hosted an "identify the TR parts" quiz which netted a complete front bumper assembly with overriders for the first place winner. Charles Runyan of The Roadster Factory came in force to the TRA Meet, just as he has done for a number of years. Charles not only donated TR floor mats for the first 25 event registrants,

but set up a four-day long TR parts store which had owners gasping with pleasure.

### TRA Plans For 1982

The event ended on Sunday June 21 with a general membership meeting, discussions of new local TRA Centers, planning for next year's TRA event, and a trek by many to a "British Car Day" held nearby. The Central Ohio Center will host the June 1982 TRA National Meeting in Columbus, Ohio, tentatively scheduled at another Marriott Hotel because of the outstanding facilities and courteous, thoughtful service offered by the chain.

(Photos and text by Skip Marsh, TRA National Secretary)

## RESULTS

### Concours D'Élegance

(7th TRA National Meeting and STIR VI, June 18-21, Dulles Marriott Hotel, Chantilly, Virginia)

- TR2 Class: 1. Bobby Weaver, Harrisonburg, Va.
- TR3 Class: 1. Fred Greenberg, Greenburg, Pa.
- TR3A Class: 1. Jim Farley, Columbus, Ohio
- TR3B Class: 1. Larry and Karen Frey, Columbus, Ohio
- TR4 Class: 1. George Barczewski, Salisbury, Md.
- TR250 Class: 1. Bob Farrell, Syracuse, N.Y.
- TR6 Class: 1. Chris Osborne, Triangle, Va.
- TR7 Class: 1. Bill and Helen Acquard, Alexandria, Va.
- Roadster Class: 1. John Blair, Norfolk, Va. (1800)
- GT6 Class: 1. Scott and Marsha Warner, Carlisle, Pa.
- TRA Participants Choice Class: 1. Vic Nigro, Lancaster, Pa.
- TRA Best of Show: 1. Jim Farley (TR3A)
- STIR Trophy Cup: 1. Jim Farley (TR3A)
- JRT/STIR Best of Show: 1. John Blair (1800 Roadster)



Fred Greenberg won First-in-Class for TR3s.



John Blair from Norfolk, Va., was class winner with his 1947 1800 Roadster.

# Concours Results of the 6th North American Triumph Challenge

A long-standing all-Triumph event organized annually in the Mid West is the North American Triumph Challenge now in its sixth year. Hosted by the Detroit Triumph Sports car Club, with the co-operation of the Illinois Sports Owners Association, the August gathering attracted 56 Triumphs and, in spite of threatened rain, a good event was enjoyed by all.

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## CONCOURS RESULTS North American Triumph Challenge VI Bloomfield Hills, MI—August 15, 1981

### TR2 and TR3

1. Bill Smith (1958 TR3)
2. Dan Cronin (1963 TR3B)
3. Allen Lawton (1960 TR3)

### Modified Spitfire

1. Robert Peters (1978 Spitfire)
2. Ed Zaleski (1974 Spitfire)
3. Mary Smith (1973 Spitfire)

### Modified

1. Rich Lamb (1975 TR7)
2. Tom Murry (1974 TR6)
3. Irv Korey (194 TR6)

### TR6

1. Scott Harnden (1976 TR6) (tie)
1. Jeff Scissors (1976 TR6)
3. Betty Harben (1972 TR6)

### Trailerd

1. Herb & Norm Arndt (1960 TR3A)

### GT6

1. Dennis Fisher (1973 GT6)

### Spitfire (stock)

1. Herb Hummer (1973 Spitfire)
2. Ann Gelehrter (1974 Spitfire)
3. Tom Neal (1976 Spitfire)

### TR7 & TR8

1. Kellie Grey (1980 Spyder)
2. Bob Mynek (1975 TR7)
3. Don Ryberg (1975 TR7)

### TR4 & TR4A

1. Art Last (1964 TR4)
2. Bill Chapman (1964 TR4)
3. Hugh Vandervord (1962 TR4)

### People's Choice

Hugh Vandervord (1962 TR4) 94,789 miles



Voted 'People's Choice', Hugh Vandervord's 1962 TR4 has covered 94,000 miles. The judges shown at work include, (L to R) Art Last, looking on; E. J. Ferree checking the trunk; Mike Bilyk; and Bill Smith.



Scott Harnden's beautiful yellow 1976 TR6 was a class winner.



Ready for judging, Herb Hummer's class-winning 1973 Spitfire.



This Triumph keeps ahead by towing the rear half of an MG!

## Vintage Triumphs Hold National Convention

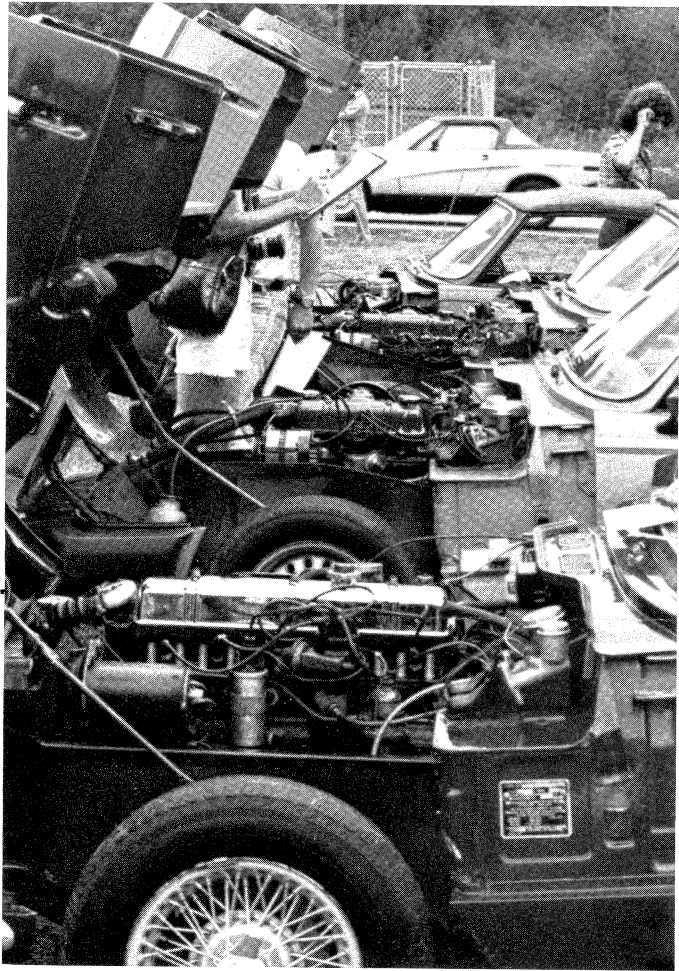
Held on a three-day schedule, this convention was both well-attended and lots of fun. Highlight of Friday's autocross was perhaps the road into Island Dragway which tested the suspensions of the entrants far better than the actual gymkhana course! Best time of day was set by a GT-6 owned by Mike Bilyk. This car does nothing but autocross, looks as though it had recently been dropped off the Empire State Building and goes very fast indeed.

All of the entrants had to participate in the autocross, at whatever pace they could maintain, in order to be eligible for Concours judging.

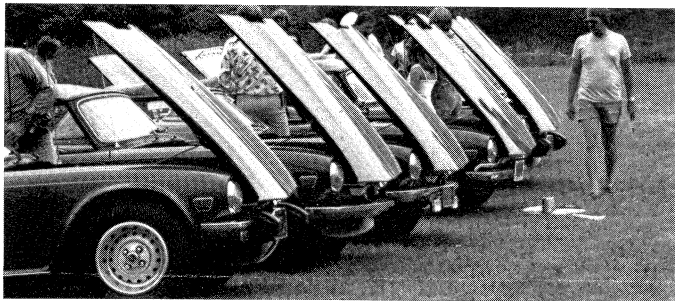
Friday night's pool party, billed as a grand bash, started off very well and went like gang-busters for an hour at which time the motel management took away the food and drink! Order, and some enthusiasm was restored when Doug Hitzig began the raucous and profitable auction, featuring everything from a TR3 nave plate (hub cap) to a British Leyland ashtray.

The Saturday Concours, held on a lawn to one side of the motel, received some sprinkles during the day but was otherwise outstanding. Comments on the individual cars would be hard to make but unusual ones included Wil Schweitzer's 2000 Roadster, Mes Mesrow's 2-liter Vitesse, and a gorgeous TR3, powder blue, just finished by its proud owner and his son from a virtual wreck.

The victory banquet Saturday night was graced by Donald Healey who evoked some of the spirit at Triumph in the 'thirties by going over his exploits as both a designer and rally driver in many of Triumph's pre-war sports cars including the famed Dolomite supercharged straight eight.



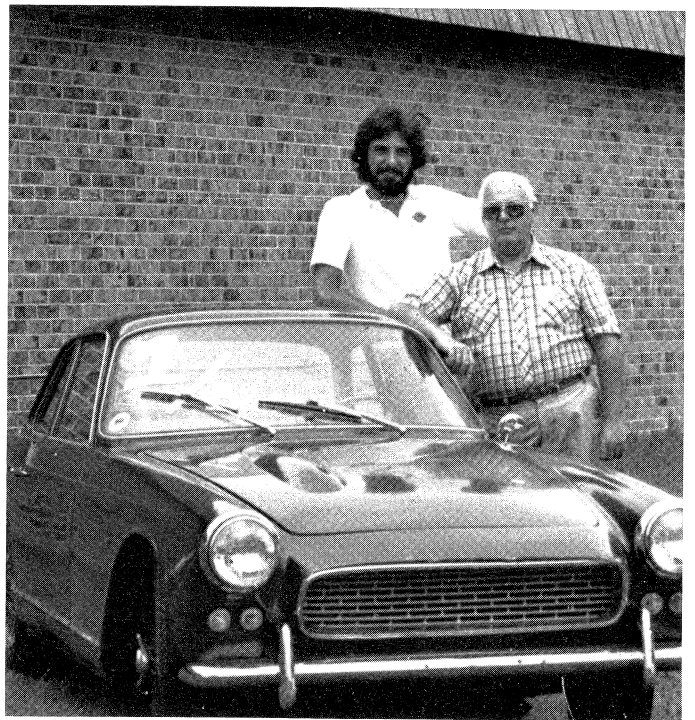
The familiar Spitfire hoods, completely exposing engines and front suspensions; but a 6 cyl. GT6 has crept in there.



In line of march, TR6 sports roadsters.

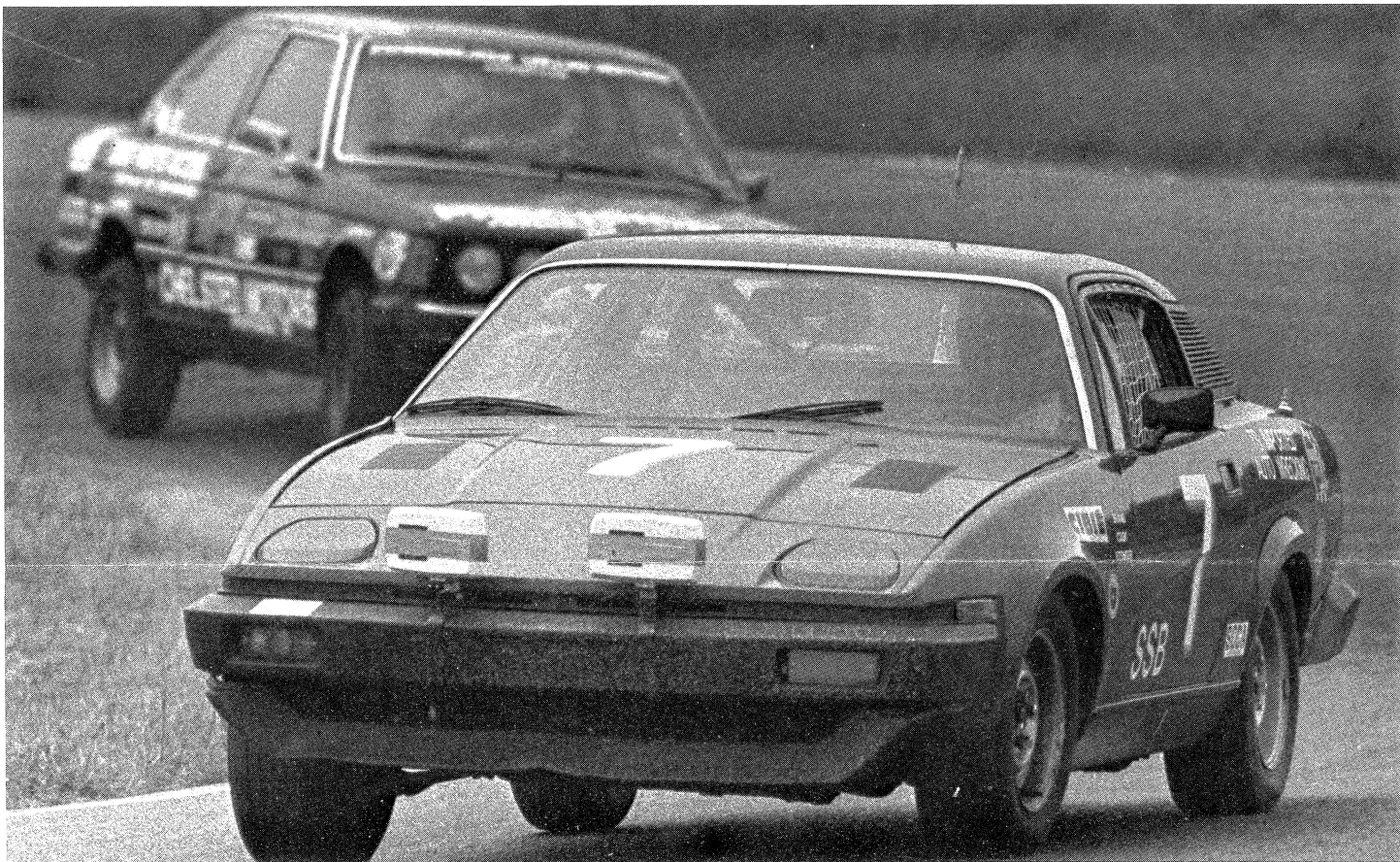


Special wheels and striping on a TR6.



With his special Triumph Italia coupe, vintage car expert Steve Rossi with Jack Bough of Lucas.

## TRIUMPH RACING:



The Paul Brand-Tom Etsinger-Mike Cook TR7 ran well in the early stages of the Nelson Ledges 24-Hour.

# 4 Hours of Racing—‘The Longest Day’

Triumph TR7 and TR8 coupes take to increasingly popular Showroom Stock Racing—at Nelson Ledges, Ohio

24 hours of racing in a showroom stock car? Madness! Yet that's what the management of Nelson Ledges raceway in Warren, Ohio, and the Mahoning Valley region of the Sports Car Club of America decided to do in 1980. They ran the first "Longest Day", a 24-hour event for SCCA Showroom Stock racers with a "prototype" category thrown in for spice. It was an outstanding success. Not only did club racers from the area turn out, manufacturers got interested and official entries from SAAB and Mazda appeared. 21 cars started and 13 finished, among which was the TR7 of Jim Goughery and Dick O'Neill of New Canann Conn., and Ted Schumacher of Pandora, Ohio. All the entrants had such a good time that the Nelson Ledges people treated them to a repeat performance on June 20th-21st, 1981.

This time, 34 cars made the entry list and thundered away from the starting line at 3 PM, Saturday the 20th. In the mixed

crowd of SSA, SSB and SSC cars lurked a few specials with "P" designations. These included a pair of Ford Competition entries, a Mercury LN-7 driven by the staff of Road & Track and a Ford EXP with arch-rival Car and Driver editors at the wheel. A Saab Turbo included racing great Innes Ireland on its roster of drivers. Wearing a T-shirt lettered "I taught Stirling Moss How To Drive," Ireland was the hit of the pits.

Four Triumphs were in the line-up. The Goughery/O'Neill car with Tom Bagley as third driver, a TR7 and TR8 entered by TS Imported Auto Wrecking driven, respectively, by Tom Etsinger/Paul Brand/Mike Cook and Ted Schumacher/John Kelly/Bob Speakman and another TR7 from Ohio driven by Steve Lessman, Woody Hogin, Ted Mental and Tom Spisak. All were to have dramatic (traumatic) experiences before the end of the race.

The TS TR8 qualified 7th in SSA and proceeded to move through the field with some authority, driven by John Kelly. An ex-Group 44 driver, Kelly regularly races an Elva Courier in E-Production and was clearly enjoying the power of the TR8. Sadly, the car retired after only two hours with driveshaft failure. In better form, the TS TR7 moved from a qualifying position of 22nd overall and 6th in class to 15th overall and 3rd in SSB by the end of two hours. Running without a fault, the car held that position for two more hours, plus two laps, when it had to be retired due to engine failure. As a car which



Running strong in the 23rd hour of the race, the Jim Goughery-Dick O'Neill-Tom Bagley TR7.



John Kelly's TR8 crew inspect their car hopefully but a drive shaft had gone.

is regularly street-driven and had accumulated 17,000 miles, it had done well but owner/driver Etsinger was disappointed. It was only the second competition event for Tom, a first-year driver and his qualifying speed and steady lap times indicated good potential for his racing efforts.

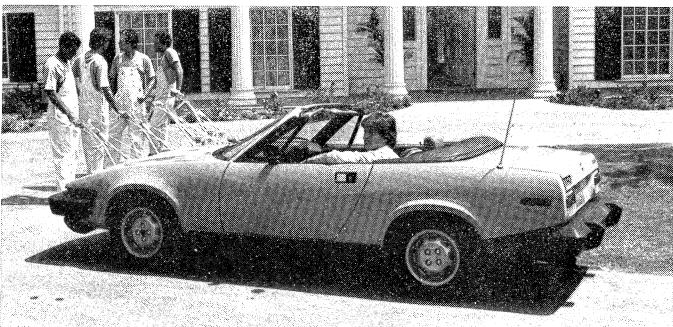
The retirement of the two TS cars left the other TR7s to carry the flag which they were doing well. The Connecticut car progressed steadily through the night to 2nd in class by 11 AM Sunday, when suddenly the engine went on three cylinders. Diagnosis in the pits was a failed cylinder head. Replacement took 1½ hours and the car returned to the track at 12:30 PM eventually finishing 4th in class B.

The red Ohio car had worse luck. During the second hour, it was hit hard by a spinning VW Rabbit, necessitating a long pit stop and much bodywork by sledge hammer and torch in order to give the right rear wheel room to turn. That fixed, the team roared on but one unlucky driver rolled it during the night and, although it ran for a while after that incident, the engine finally failed.

Winner of the '81 "Longest Day of Nelson" was a Porsche 924 driven by Jaguar racing champ Fred Baker, Sprite racing Champ Cat Kizer and auto writer and ex-TR4 Racer Gary Witzenburg. Though not a specially successful event for Triumph it was one heck of a lot of fun. After all, how many times do you see competitors madly bumping each other in the final laps of a 24-hour race (Car and Driver vs Road & Track was really the race of the day) or dragging across the finish line pouring oil all over the track and expiring almost immediately. One Pinto and one Fiesta finished that way.

And we all said we'd like to do it again...

M.L.C.

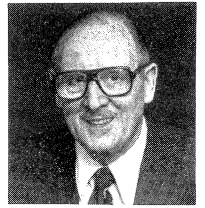


**TRIUMPH FILM STARS:** The latest TR7 convertible is featured in a film with the unusual title of "The Last Horror Show or All Dressed Up and Nobody to Scare", a take-off of horror films by World Amusement Corporation. Starring are Scott McGinnis (at the wheel), Stella Stevens and Julia Duffy.

## TRIUMPH NEWS:

### OBITUARY

Chris E. Andrews, vice-president, administration, of Jaguar Rover Triumph Inc., died Wednesday, September 9th. He was 64 years old. Chris Andrews had been associated with the automobile industry all his life, joining the Daimler Company in 1933 and moving to the Standard-Triumph Motor Company in 1947 following military service.



In 1954, he came to New York to set up the United States headquarters of Standard-Triumph. Returning to England, he became export commercial manager and later overseas operations manager for Standard-Triumph International.

In 1963, Mr. Andrews was appointed president of Standard-Triumph Motors Inc., New York, holding that position until 1967 when he was named executive vice-president of Leyland Motor Corporation of North America. When British Leyland Motors Inc. (later Jaguar Rover Triumph Inc.) was formed in 1968, he was made a director. Mr. Andrews was a resident of New York City. In addition to family in England, he is survived by a daughter, Mrs. William Curtice of Dallas and a grandson.

### CLUB NEWS:

#### TR3—Jack Operation

Glancing through the information-packed and well-produced newsletter of the Triumph Sports Car Club of San Diego, which they call 'Triumphs, Trials and Tribulation', Mike Cook, public relations manager of Jaguar Rover Triumph Inc., and Triumph history expert, noted the following Technical question asked by a reader:

"Is the hole in the floor of my TR3 an emergency brake system of the secondary type or what?" The answer given in the newsletter, whether in jest or not is not known, was: "No, the hole in the floor is...a drainage hole for foul weather leaks!..."

Replied Mike in some haste and for the uninitiated, "Are you kidding? The hole, which should have a large rubber bung sealing it, is for the jack, which plugs into a handy socket to one side below the hole and can then be worked with the factory supplied ratchet handle?"



**LATEST FROM TRIUMPH:** The new Triumph Acclaim was introduced in England in October. It is a 4-door family sedan, replacing the Dolomite range but expected to have wider appeal. Powered by a 1335cc engine, good performance and economy are provided. The Cowley, Oxford, body and assembly plants have been modernized for the Acclaim, with an investment of \$126 million.



### New Badge for Triumph Sports Owners Association

A limited number of the handsome new TSOA badges and lapel pins is now available. Ordered before cancellation of TR production, these emblems are green with gold lettering and will be an attractive addition for Triumph club members' collections.

The lapel pins have hard-fired jeweler's enamel and gold plating. Car badges are coated with weather-proof acrylic and come complete with mounting bracket. The car badges (3½ in. diameter) cost \$9.50 including shipping and lapel pins (¾ in. diameter) \$2.00 each. Make checks payable to, Triumph Sports Owners Association, c/o Jaguar Rover Triumph Inc., 600 Willow Tree Road, Leonia, NJ 07650.

### LETTERS TO THE EDITOR

#### Creation of a Triumph Stag Register

I and Jim Freyler have met a with a very enthusiastic response to our efforts to create a Triumph Stag Register during the past year. At first the search for Stag owners was discouraging, however after about eight months into the project, the response to our Register caught fire and we are now well on our way to forming a small, but enthusiastic, group of Stag owners.

The purpose of the register is to provide restorative and technical support, as well as basic maintenance advice, to owners. We have undertaken extensive restoration projects on our own Stags and as a result are both willing and able to share this knowledge and experience with other owners as well as prospective owners. Eventually the widespread dissemination of authentic and authoritative knowledge on the Stag automobile will help create a more receptive environment among sports car enthusiasts to the unique characteristics of the Stag.

So, any Stag owners interested in registering their Stags should drop us a line. Include the year and serial number of your car plus a short sentence or two on its background and mail to:

Alfred Mazzorana  
9281 Shoe Road, Apt. 528  
Bklyn, N.Y. 11209  
(212) 742-3030

### CLASSIFIED ADS

#### FOR SALE

**1966 Triumph TR4A parts car.** Engine, transmission, IRS rear, doors and rear fenders are intact. Front fenders, hood, trunk lid and dashboard are missing. \$200. Ed Fulmor, P.O. Box 76, Wrightstown, PA 18940 Phone (215) 598-3446.

**1973 TR6**, one owner, white, black interior. 34,000 original miles, hardtop, AM-FM, Lucas Fogs, Air, new battery, exhaust. \$6,500. Bob Orf, 1209 Beck Circle, St. Joseph, MO 64506 (816) 279-3567 after 6:00 p.m.

**1963 TR4** w/surrey top. No rust or dents, a very solid & complete car for restoration. \$1,500. TR6 shop manuals (new) Factory \$28; Autobook \$8. TR4 & 6 owners manuals, new \$8. Also misc. Triumph literature and sales information. Bill Redinger, 1014 N. 127 Ave., Omaha, NB 68154 (402) 496-2006.

**Roll Bar** for Mk. I Spitfire; was special-order Autopower racing roll bar made 4" shorter than standard (should fit under top); cross-braced but not forward braced, will not interfere with passenger seating, can be installed in street car; includes mounting hardware, \$50 plus freight or would discuss trade for Spitfire spare parts; Rocky Entriken, 1513 Pershing, Salina, KS 67401 Phone (913) 827-5143.

**1960 Triumph TR3** for restoration. Complete rust-free car, good running shape. \$1,500. John Taylor, 133 Barton Road, Greenfield, MA 01301 (413) 772-6286.

**1966 TR4A parts car** or restoration car for sale. Most chrome, transmission and running gear good, engine stripped for rebuild. No chassis rust. \$350. Also have TR2 grille for sale, and TR4A Zenith carbs. Bill Thompson, 969 Raymee Drive, Lancaster, PA 17601 (717) 898-8406.

**TR250.** Breaking up for parts. Complete car with 58,000 mi. Frame rusted. Frank Connor, 523 Hoffnagle St., Philadelphia, PA 19111 (215) 742-8339.

**1960 TR3A** Ts71530L parts car. Good engine, good nose section. Mostly complete. Lots of rust. \$250. Engine for a TR3B \$150. Rear axle differential \$100. Twin SU carburetors type H-6. New kits, new spindles \$100. Marlin D. Bell, (517) 828-6116, after 6 p.m.

**Scale Models Dinky Toys.** Triumph Vitesse, Triumph Spitfire right hand drive, Triumph Herald, Triumph Renown & Triumph 2000-1963. One Corgi Toy Triumph Herald Coupe. \$10 each. Marlin D. Bell, (517) 828-6116, after 6 p.m.

**1973 GT6** (last year of production), 61,000 miles, original Burgundy paint, tan interior, new Dunlop radials, AM-FM cassette, show winner, Excellent Condition. Arthur Lockett, 1705 Ridge Road, Perkasie, PA 18944. 215-257-5268.

### TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards" .....	FREE
List of Triumph Dealers .....	FREE
Replacement TSOA Badge .....	\$2.50
TSOA Handbook, 2nd Edition .....	\$2.50
Supplement to TSOA Handbook, 1973 .....	\$ .75
SPITFIRE 1500 Competition Preparation Manual .....	\$5.00
TR-250/TR-6 Competition Preparation Manual .....	\$5.00
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
Competition Patches (Helmet) .....	\$1.00
Competition Decals (Helmet) .....	\$1.00
Triumph history 34-page reprint ("Automobile Quarterly") .....	\$1.95
"Triumph—50 Years of Sports Car" history poster .....	\$5.00

Send Check or Money Order. No C.O.D.'s please.  
Please make checks payable to Jaguar Rover Triumph Inc.

#### THE TRIUMPH NEWSLETTER—for Triumph enthusiasts (founded 1956)

EDITOR: JOHN F. DUGDALE

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