



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

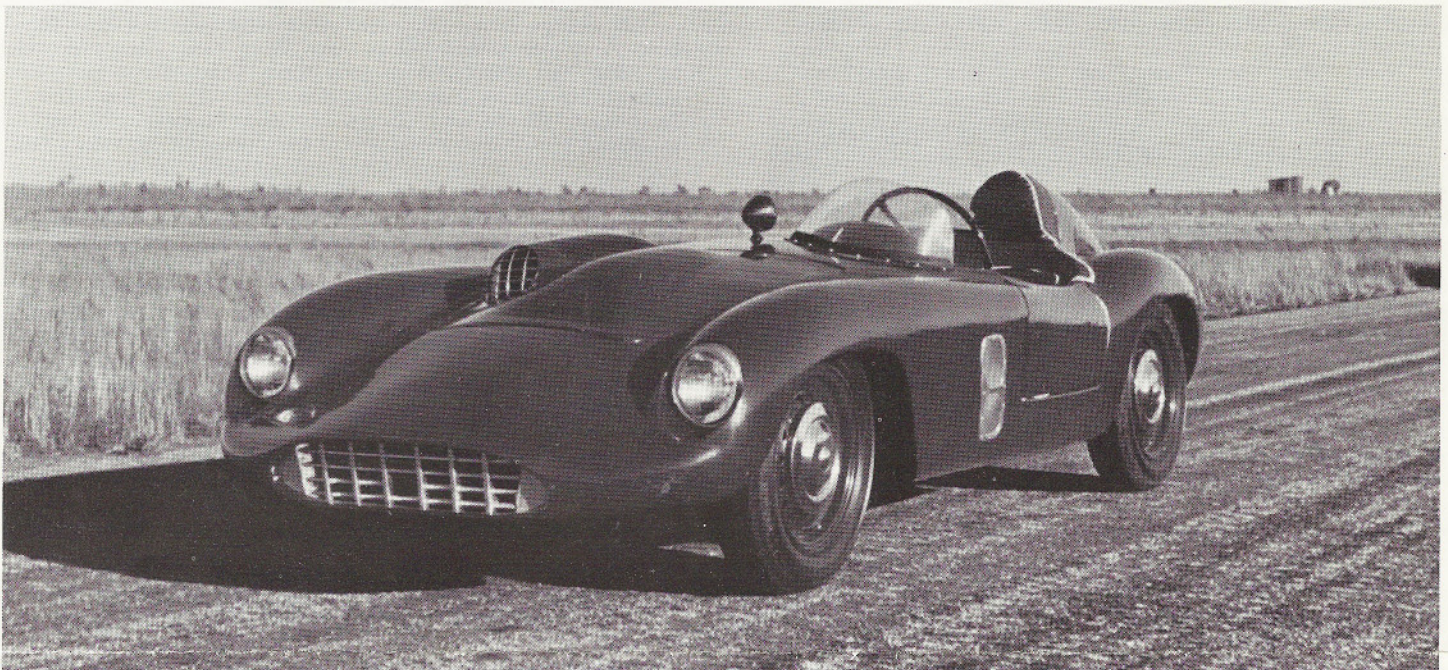
GRAND CENTRAL STATION

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TEST YOUR MEMORY



IDENTIFY THIS CAR — Just drop us a note telling us what you think the car pictured above is (Yes, we know it's a TR, but which one and what body?). Do it right away . . . entries received after August 21st will not be counted. The first correct answer gets a set of Triumph cuff links and tie bar . . . all the rest get tie tacks. Oh yes, if you can tell us where the photo was taken (this favors one section of the country) we'll throw in a Triumph T-shirt as well. Specify your size when you write. Ready . . . set . . . go!

FROM THE COCKPIT **Part Two — BRIDGEHAMPTON**

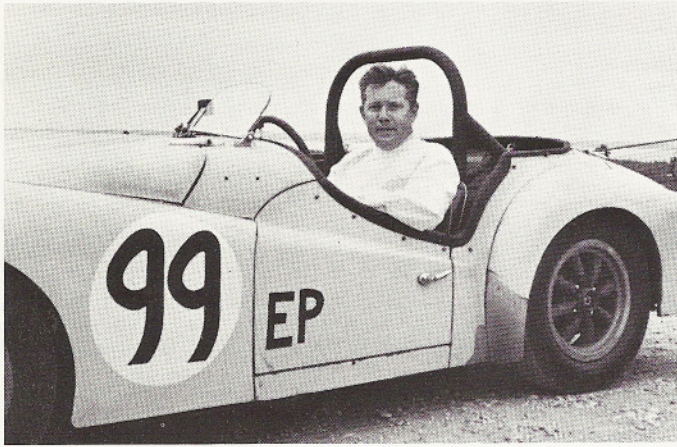
By Mike Cook

I entered drivers' school at Marlboro as a neophyte, well-manicured and ready for fun. At Bridgehampton I had joined the ranks . . . slightly knowledgeable about driving, tired out from late hours working on the car, greasy-fingered . . . and ready for fun.

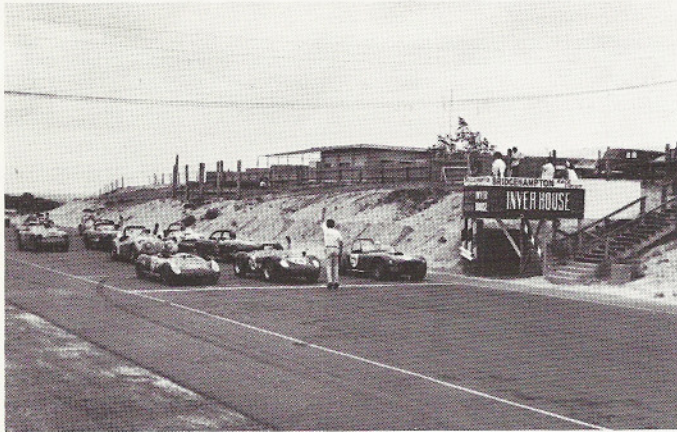
No borrowed, race-prepared Spitfire this time! Instead, my own car, a TR-3, all mine from shiny new suspension to scruffy paint (paint doesn't make it go faster) and set up to Kastner competition specs except for the engine. Since drivers' school is a place to learn technique without necessarily going as fast as you can, I elected to leave the engine primarily stock and make certain I got through school reliably. New valves, new bearings, a little off the head and a thorough clean-up sufficed.

(Continued on page 2)

FROM THE COCKPIT — Continued



Your Editor ready to start practice. Mag wheels a must, but note that "vintage" Brooklands racing screen. Good roll bar is essential.



The hands are up and the TR-3 can be seen in the 3rd row on the inside. Fast machinery on the front row . . . note wild "special" on the right.

Underneath the car was a different story. You can't learn to race with a stock car so the suspension was completely re-worked with new parts everywhere, especially in the front. There have been many articles published about the need for safety and correct preparation so I won't go into the details. Just remember that you will never know how many new parts you need until you start on your own car. I wish there was insurance against dents in the wallet!

Saturday morning began with a driver's meeting where I quickly discovered how different schools can be. At Marlboro, there was one instructor for every two students and much dual instruction, on-course, was given. At the Bridge, each instructor had 7-10 students and the emphasis was on solo practice with the instructor observing. Only on request did an instructor go out with the student. There was a run-through on flags, course procedures, special emphasis on safety and then we were broken down into groups and sent off with our instructors. There were over 60 students and practice was set up for all production and sports/racing in one group, formula cars in another.

No two courses could be more different than Bridgehampton and Marlboro. Marlboro is tight and twisty, a "Mickey-Mouse" circuit with no straight worthy of the name. Driving it leaves no time for hesitation . . . gear changes and braking come in a constant stream and there is scarcely time to look away to check the oil pressure between corners.

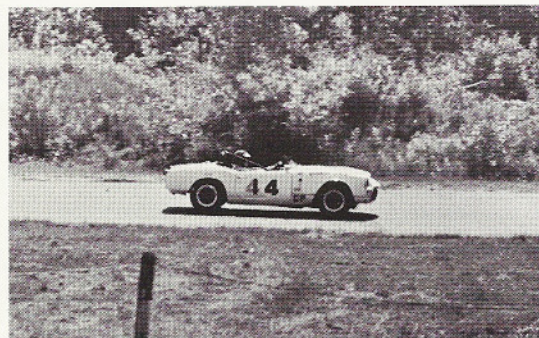
The Bridge is nearly three miles long with no truly slow corners. There is nothing like the Hairpin at Marlboro and, in a TR, you will never need second gear after you leave the start/finish line unless you make a pit top (or an error!). One turn, at the end of the straight, is especially nerve-racking for the new driver as it is downhill and has that good old roller-coaster effect. I'm told some of the big boys are drifting sideways most of the way down the hill . . . ulp!

My car had never been on a course before so my partner in the enterprise, who has a National license, decided to take it around for a few laps to check out the suspension, brakes, etc. After a lap and a half, communications reported a car on fire at Turn 9 . . . mine. The fuel line had come off the front carburetor and the electric pump had poured fuel on the exhaust manifold. Result . . . much burned paint and wiring, plus broken hood hinges from enthusiastic fire-fighting. That was lesson #1 in preparation . . . the fuel line should have been clamped.

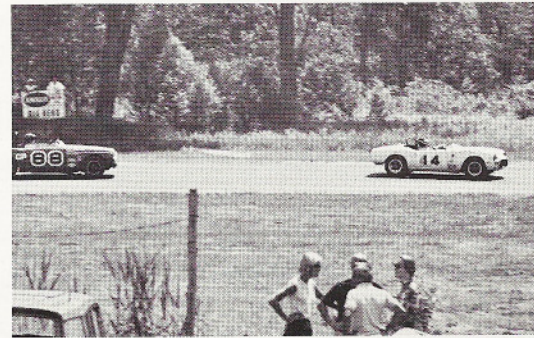
Some quick re-wiring and hinge repair put the car back on the course and I belted away for my first half-hour practice

FLASH— MARCUS TAKES DP... ADAMOWICZ W

HE'S LEADING!



HE'S AHEAD!



HE'S ST



LIME ROCK ACTION — At the Lime Rock, Conn., National on July 4th, the outstanding race of the day was F & G Production. Tony Adamowicz in the Group 44 Spitfire (#14) and Dick Gilmartin in his Datsun were seldom more than a few feet apart for the entire race. Tony passed Dick early in the race but was unable to hold the lead despite some of the most skillful driving we've ever had the pleasure of viewing. A little more power, Mr. Kastner, please.

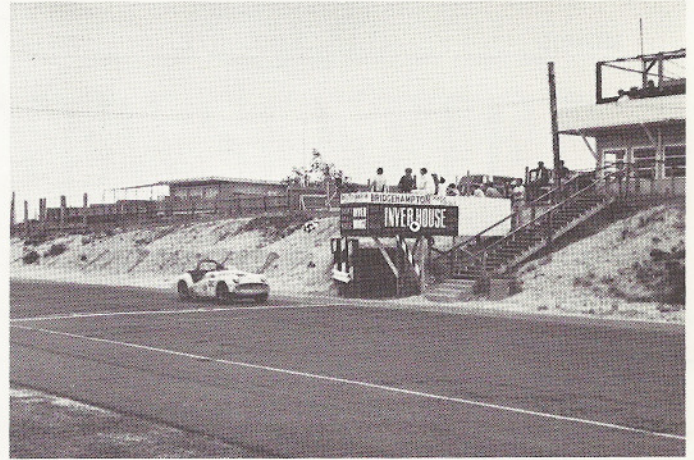
session. The generator lasted two laps and quit . . . insides evidently fried by the fire. However, the battery was healthy and the no-charge light was the only indication of trouble all weekend.

Impressions of the course come back in short mental glimpses — the first time down the hill at the end of the straight . . . very slowly and braking twice when, later, I would not brake at all . . . dodging over-confident drivers spinning off course at Turn 4 . . . finding the line through the fast left sweeper and discovering that I was parallel to it about 15 feet to the right . . . removing the weeds from the suspension and re-mounting the exhaust pipe after the resulting excursion off course (two laps in a row until I got it more or less right) . . . getting sideways in Turn 10 and finding how easy it was to get the back end in line again . . . trying to figure which combination of gears would give the best acceleration on to the straight . . . feeling regretful when the checkered flag dropped to close Saturday's running.

The question and answer session and chalk talk on Sunday morning was undoubtedly the best part of the weekend for plain talk and basic facts. I could only wish that the discussion of apexes and how to take the various corners had been held Saturday instead. We all might have avoided some almost serious mistakes. This meeting was followed by practice sessions and a critique by the instructors of their individual students' performance. I found that I had been observed taking a late apex (turning too late) in three different corners, a sure way to have slow lap times and find yourself all out of road pretty regularly.

More practice . . . try to remember the critique . . . try not to be conscious of the observer standing with the corner crew watching you scuff gravel at the very edge of the course . . . probably lip-reading as you cuss yourself and go round again . . . trying to remember that overdrive is DOWN (!) no, I mean UP and flipping the switch the wrong way can result in several hundred excess RPM which my 70,000-mile pistons won't like . . . finding the right combination for entering the straight . . . still suffering from "chicken foot" on the accelerator on the downhill after the straight . . . maybe I can hold the right foot down with the left one?

Practice starts came next . . . three in a row . . . with about half a lap each time to improve your position before they put out the yellow flag for no passing. I started 31st, moved to 20th, then to 13th and, finally, 8th. This was my final grid position for a 20-minute race. At the start, the cars ahead of me simply disappeared . . . an RSK Porsche, a Lotus 23, a 120 Jag and sundry others. An MGB appeared beside me going down the hill and for three laps, I had the first real



Old 99 crosses the finish line, taking the checker for fifth overall and 2nd in E Production. Black patch at the front is from earlier fire.

dice of my short career, managing to stay ahead most of the time.

Chortling happily at my great driving skill, I led the B along the short straight between Turns 4 and 5 and went for 3rd gear, mindful of the other car filling the entire rear view mirror. I missed. Maybe the most frustrating thing in the world is to sit in a Long Island sand bank and watch another race car disappear up Echo Valley at Bridgehampton.

Out of the sand, back in the race and on to a fairly uneventful finish. Mechanical problems had sidelined the Lotus and the RSK allowing me to finish 5th with a best timed lap of 2:16:4. Fast or slow, my log book showed the time requirements fulfilled and the words "License Recommended."

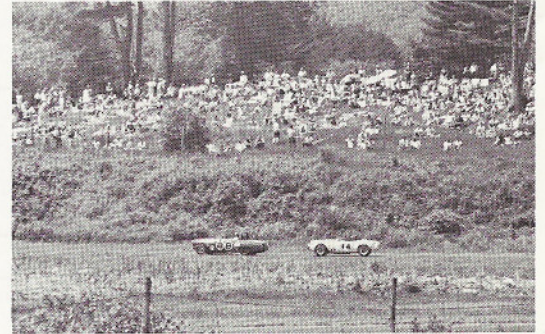
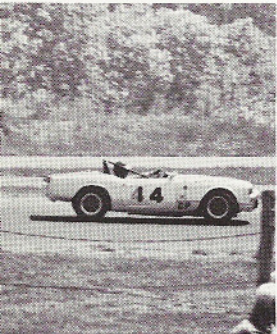
Two more races to nail down the Regional License. Minimum 4 more after that for a National. This plus the effort required to maintain the car . . . not just keep it running but running *FAST* and don't forget *SAFE*. The little cold lump I mentioned in "From the Cockpit" #1 is sitting somewhere in my mid-section and I wonder if the whole thing is worth it . . . SEE YOU AT THE RACES!

NS GP AT BRIDGEHAMPTON NATIONAL, JULY 16

LL...

HE'S...

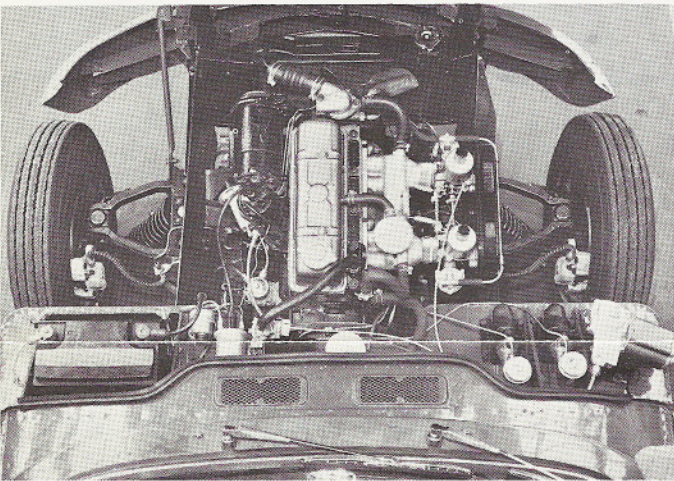
...Oh WELL



On the bright side, the Group 44 TR-4A, Bob Tullius aboard, was first by a long way in DP. Buzz Marcus was second, going like a blue streak in his TR-4. There are now several very competitive TR's in DP in the Northeast including the 44 car, the "Buz Duz" special, John Williams', Victor Matthews', Jim Taylor's, Dick Stockton's and Doug Given's car from Hackett Motors. Every race should be a good one from here to Daytona in November.

TIRE PRESSURES FOR YOUR TR

MODEL	TIRE SIZE	2 UP		FULLY LADEN	
		FRONT	REAR	FRONT	REAR
1200 Sedan	5.20-13)	21	24	21	28
1200 Conv't.	5.20-13)	21	24	—	—
Triumph G.T. Six	155-13 SP or Goodyear	20	24	20	24
Spitfire Mark 2 & 3	5.20-13	18	24	—	—
Spitfire Mark 2 & 3	145-13 SP.	21	26	—	—
Triumph 2000	6.50-13 Dunlop C41	24	24	24	24
Triumph 2000	175-13 SP.	26	26	26	26
TR-4A — I.R.S.	6.95-15 Goodyear G.P.	17	21	—	—
TR-4A — Live Axle	6.95-15 Goodyear G.P.	19	23	—	—
TR-4A — I.R.S. & Live Axle	165-15 Goodyear G800	24	28	—	—
TR-4A — I.R.S.	165-15 Michelin X	17	21	—	—
TR-4A — Live Axle	165-15 Michelin X	17	25	—	—
TR-4A — I.R.S.	5.90-15 Goodyear G8S	17	21	—	—
TR-4A — Live Axle	5.90-15 Goodyear	19	23	—	—
TR-4A — I.R.S. & Live Axle	5.90-15 Dunlop C41	18	22	—	—
	5.90-15 Dunlop C41	26	30	for sustained speeds up to 110 m.p.h.	



Overhead shot of the MK 3 Spitfire engine room. The new water-heated intake manifold with its four passages is easily seen. Yes, it's a right-hand drive.

SPITFIRE MK 3 HAS HIDDEN ALTERATIONS

Even members who now own Spitfires would find it hard to spot a couple of the new items on the Spitfire Mk 3. Two of the most important are the cylinder head and intake manifold which are completely different from the Mk 2.

The head is now of the "eight-port" variety, having four intake and four exhaust ports where the Mk 2 has the intake ports paired 1-2 and 3-4 and the center exhaust ports paired. Having individual intake and exhaust ports for each cylinder allows much greater efficiency and supplies the potential for much greater horsepower. It was the MK 3 cylinder head that was used on the Le Mans Spitfire engines to produce over 100 reliable horsepower.

Other "hidden" improvements on the MK 3 include larger front brakes and master cylinder, a new type of rear shock absorber for better ride and attachments for shoulder harness.

FOR SALE

TR-3 competition clutch pressure plate and disc with light-weight flywheel all balanced \$50; MG mitten \$12; Armstrong rear competition shocks \$12 and 4.5:1 rear axle ratio \$30. All shipped postpaid.
Contact: James L. Putman, 2589 Imperial Way, Yuba City, Calif. 95991. Phone: (916) 673-4104.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size — s, m, l, xl.....\$9.50

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, xl.....\$4.50

"Please Don't Dent Me" Cards.....\$1.00/100

Local TSOA Club "Calling Cards".....FREE

List of Triumph Dealers and Distributors.....FREE

STAA Badge.....\$1.50

Replacement TSOA Badge.....\$1.00

Standard Triumph Review Subscription.....\$2.50/year

TR-4, TR-4A Competition Preparation Booklet.....\$2.00

SPITFIRE Competition Preparation Booklet.....\$2.00

JACKET EMBLEM.....\$1.00

(Club Discount — 1 Doz.).....\$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York, N. Y. 10017. 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.