



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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VOLUME 14, NO. 7

JULY, 1968

SPEEDERS BEWARE! GT-6 ON PATROL

*Attractive Lady Cops in Dorchester Cruise in
"The County Camel With the High Flower Power"*



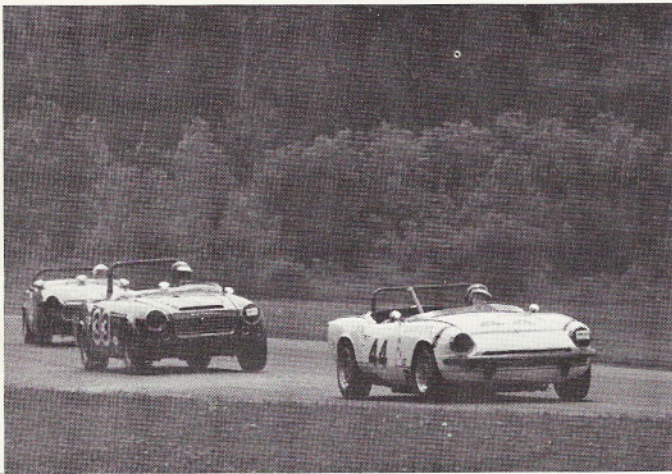
Fast Young Ladies Turn Cute Trick On Offending Motorists — Margaret Constandinos (L) and Anthea Barwood drive '68 GT-6. They are the only girls on police road patrol in the county of Dorset, England. Tough police driving test conquered by both.

It's called the "County Camel" because of the hump made by the police light. As for the flower power, that refers both to the potent two litre Triumph six and the two policewomen in charge of it, pert and pretty Margaret Constandinos and Anthea Barwood. The two of them are delighted with their patrol car, even taking pleasure in doing routine service checks required each day before they take it out. There is obviously more to the makeup of these two girls than their natural charm and love of driving and sports.

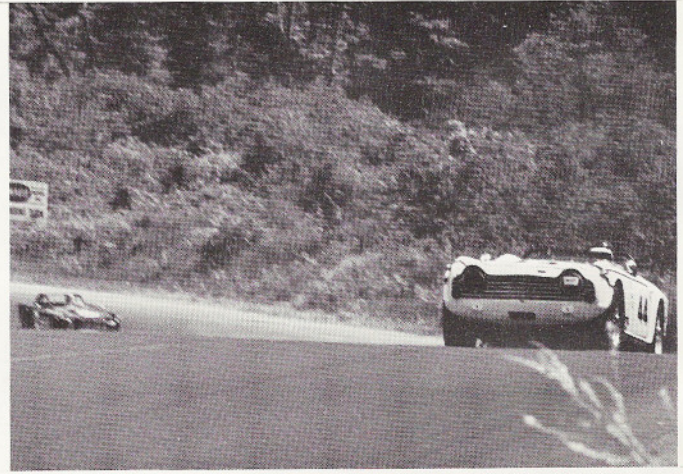
Both took regular duty "on the beat" before being assigned to the Dorchester Traffic Department. For three months they worked with patrol crews, learning areas of patrol in the county and the details of day-to-day routine. Following this, they spent five weeks at a special police driving school to learn the police system of driving and gain a basic knowledge of car mechanics. Practical tests included skid pan control and a very critical driving test.

Both girls passed all tests with ease and were recommended to participate in a further advanced driving course after their first stint of patrol duties. Right now, they are doing the same as their male counterparts . . . pursuing speeders, dealing with accidents, operating radar meters (for shame, ladies), etc.

When traveling in England, we suggest you check all GT-6's very carefully before passing them with a jaunty wave at 90 miles per. You could get a nasty shock a few moments later.



Ding-Dong Battle — Brian Fuerstenau leads Bob Sharp's Datsun and Jerry Truitt's MG Midget at Lime Rock.



Uphill struggle — The TR-250 of Bob Tullius crests the uphill at Lime Rock. Buz Marcus' TR-4A visible behind.

TRIPLE TR WIN TWICE IN A ROW

Group 44 Takes On the Mid-West Division . . . Succeeds.

"A little swing around the Mid-West", said Bob Tullius, describing the two-week trip planned for the four white TR's from Falls Church, Va. First stop . . . Elkhart Lake, Wisconsin and the Road America SCCA Nationals.

Records fell like bowling pins and the Group racers took three out of four events. Mike Downs took his Class G Spitfire to a clear win and a new lap mark. John Kelly was first in DP in the TR-4, establishing a new class record on the way. Rounding out the day, Bob Tullius made a shambles of the CP race, running away from some stiff competition to win and set a new record.

Stop number two . . . Wentzville, Mo., and Mid-America Raceway for another SCCA National. Rolling into town in expectation of a pleasant weekend with good but not unusual opposition, the 44 crew was astounded to learn that the full factory Toyota 2000 team would be on hand to try for a C Production win. Their attention and that of the crowd on race day, was focused on the "Big Bore" race which included A and B Sports Racing, ABC Production and A and B sedans.

In a no-nonsense mood, Bob Tullius qualified the TR-250 on the pole in Class C and got off to a tremendous lead right from the starting line. At the end of lap one he owned an 8½ second advantage which he increased to 15 seconds by the mid-point. Bob cruised home with a final ten-second advantage over Dave Jordan in the Toyota second place car.

In the very competitive F Production event, Bob Carbajal of Phoenix, Arizona, towed all the way to the Mid-America track to enter his new Triumph Spitfire Mk III, and meet head to head with Brian Fuerstenau in the Group 44 Mk III that has been cleaning up on the East coast. Carbajal posted the best qualifying time and led the entire race to the checkered flag for a first overall in E & F Production combined.

Capping the weekend of Triumph wins was Mike Downs driving in G Production. Downs easily out-qualified the field and ran away with the race, giving Triumph its third win of the weekend.

KENDIG WINS DURYEA HILLCLIMB

In a slightly different type of competition, Keith Kendig of Leola, Pennsylvania, tackled the challenging Duryea Hillclimb in Reading, Pennsylvania, and came away with a class victory and strong 5th overall out of a total of 165 entries. Kendig, who is the 1966 and 1967 Pennsylvania Hillclimb Class D champion, scored the impressive win in his ex-Bob Tullius Triumph TR-4A. Two Triumph TR-3's were 1st and 2nd in Class E driven by Ken Slagel of Harrisburg and Henry Hemen of Bloomsburg.

LATE COMPETITION NEWS

Lime Rock, Conn., Fourth of July National:

Brian Fuerstenau, in the Group 44 Mk 3 Spitfire, fought all the way to beat Bob Sharp's Datsun 1600 in the FP race, setting a new lap record in the process. Both drivers lowered the record more than once during the race which was finally decided a few laps from the end when Sharp had a flat while attempting to catch the flying Mk 3.

Riverside, Calif., Fourth of July Nationals:

It poured rain at Riverside, all day, something unheard of in July. Despite the weather, Lee Mueller posted a clear win in the Mk 3 Spitfire, leading the second place car (Don Devendorff in the winning G Spitfire) by 33 seconds. The DP race was taken handily by Fritz Warren's TR-4A.

In a mechanical epic, mechanics changed a clutch in the GT-6 driven by Carl Swanson plus a complete engine in the Mk 3 in less than three hours time during qualifying, enabling both cars to make the grid. Swanson, after spinning into last place on lap one of the EP race, (it was still pouring) came back to second two laps before the finish, only to lose it again, gently kissing the wall in turn 6 and retiring from the race.

ANOTHER OFFICIAL TR



Not to be outdone by the girls of Dorsetshire, Coventry police have a new TR-5 (that's TR-250 to you) for road patrol on the local expressways. The fuel-injected version does 120 miles per! Supt. Tom Norton, Coventry Traffic Dept., accepts keys from Paul Newsome, Coventry dealer.

LATEST SERVICE BULLETINS

Coils

The practice of identifying terminals on coils with the letters CB and SW is being deleted and to avoid any doubts or confusion as to the correct method of connecting these coils, it should be remembered that the contact breaker side of the distributor should always be of the same polarity as the ground system.

If at any time a radio suppressor condenser is fitted to the ignition coil, it should always be on the input side (i.e., switch side) of the coil.

Incorrect connection of the low tension coil wires results in corresponding improper polarity on the high tension side causing reduced coil output, hard starting, and poor performance.

GT-6 and TR-250 Carbs

The 150 CDSE Stromberg carburetors fitted to the GT-6 and 175 CDSE carburetors fitted to the TR-250 are equipped with a choke control limiting device. This control takes the form of a spring loaded plunger which is part of the carburetor starter box cover assembly. This plunger limits the travel of the choke control. The plunger itself is located at the rear of each carburetor adjacent to the air cleaner and can be easily identified as it is made of brass and has a slotted head with serrated edges.

For summer operation, the plunger should remain with the slotted head in the vertical position. For winter operation, the slot should be in the horizontal position thus allowing a little extra choke movement.

If troubles are experienced with difficult cold starting on GT-6 and TR-250 models it may be due to the limiting plunger being incorrectly set.

GT-6 Point Settings

The first editions of the GT-6 Workshop Manual quote the contact breaker gap as .020" which is INCORRECT.

Please amend to read:

0.014" — 0.016" 0.36 — 0.41 m.m.

DRIVER PROFILE

Dick Kibling

(as told to Jerry L. Cox, Kansas City TR Club)

Watch out for Dick Kibling, young man on the move! This Independence, Mo., TR-4 driver is one of several racing members in the Kansas City TR group.

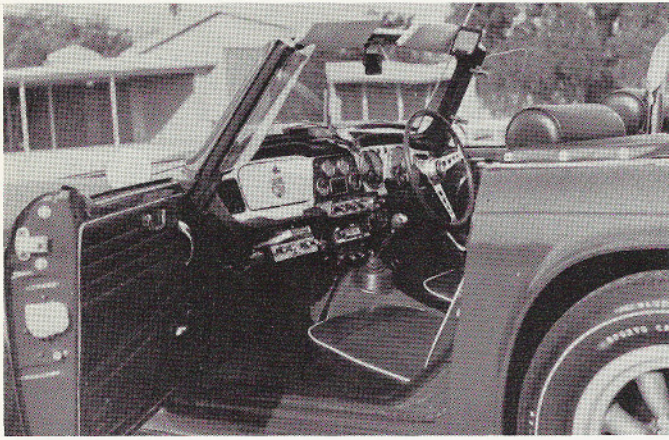
Dick's racing career began in 1964 with a Lotus 7. He went to a Lotus 18, a Lola sports/racing and finally got in the groove in 1967 with the TR-4 after a two-year absence from competition. In his first season with the car he set lap records for DP at Mid-America in Wentzville, Mo., and War Bonnet, Okla. He also holds the War Bonnet FP record, having borrowed a TR-3 for an event there.

His first '67 outing was at Lake Afton where he sacrificed his own chances in order to help a friend with parts from his car. However, the next race was at Wentzville and resulted in a first overall. After DNFing at the Denver Continental Divide Raceways event with a flat (starting on the pole!) he went to War Bonnet for a dead-heat finish. Total points were enough to put him second in the Midwest Division and solidly into the ARRC at Daytona.

Qualifying seventh on the grid at the ARRC was too much for Dick's clutch but the Triumph Competition Department, in the person of R. W. Kastner, solved that problem and got him back into the race. Unfortunately, Dick was involved in the first-lap pileup which put him and three other TR drivers out of the race.

With the mixed results of 1967 behind him, Dick Kibling is setting out to win big in '68. He works (and moonlights on the race car) at Hurst Foreign Car Service and Roger Hurst is giving him a big assist toward the Divisional championship. To date, a fourth at Green Valley and a second at Stuttgart have been his record and mechanical problems have held him back in both events.

By the way, Dick is single but girls come second. Love #1 is a black TR-4.



Absolute Cream Puff — Bruce's car is British Racing Green and it is a shame we can't reproduce the color detail. The magnesium wheels are brightly polished, the roll bar is chromed . . . it is even complete with pigskin driving gloves gently placed on the dash. Drop Bruce a note . . . but make sure your car is a match for his!

Triumph Sports Owners Association

Dear Sir:

I have a 1965 TR-4 which I am proud to say is in better condition today than it was when I first purchased it. Enclosed are a couple of pictures of it. As you will see it is one of a kind and that is how I've kept it.

I've taken numerous trophies and places at car shows and exhibits over the past 3½ years. It was imported through Burbank Imports of California. I have always been curious as to whether or not there are any other Right-Hand-Drive 1965 TR-4's in the United States or not. I can find no evidence as to their whereabouts. Would it be possible for you to put one of these pictures in one of the future TSOA Newsletters and ask that if any Triumph owners do own such an original to write to me? I've seen many of these newsletters and can not say that I've seen a Right-Hand-Drive TR-4 before.

Sincerely Yours,

Bruce Fothergill
1800 El Vista Circle
Arcadia, Calif. 91006

A SHORT REPORT FROM THE ICSCC

The International Conference of Sports Car Clubs holds many well-run, well-attended events, mainly in the Northwest and the Northeast. They emphasize showroom stock racing with special classes for "SCCA-Prepared" cars.

1101 B Gribble St.
Richland, Wash. 99352
June 20, 1968

Dear Sirs:

I finally have some information worth sending to the TSOA bulletin. This season, my third racing my TR-4, has been very successful. The TR-4 is in Class F under International Conference of Sports Car Club rules, and races against the MGB (our brothers now, but not when my car was built!), Sunbeam Alpine, all 88 hp Porsches, Datsun 1600, Morgan 4/4, and the TR-3. Out of the four races run, I took three of them, coming in second in the other. There are four races left in our season, and chances look good for some more wins.

The most difficult race so far occurred in Canada in a "driving" rain (we always generate lousy puns when we go to Canada). After a poor start, I managed to move past the TR-3 and Porsche holding down 3rd and 2nd, eventually closing on the leading MGB. After following him for an eternity, I snuck past and pulled out a 100' lead by the last lap. On the last turn before taking the checkered, he blew his cool and locked up all four in the hairpin, bashing me and sending us both off course. I made it back on and still took 1st, but it cost me a fender, rear spring, wheel, brake line, and even a shock absorber linkage on the other side! It was so cold driving in that 42° rain, that two laps of practice left my hands without feeling. I immediately came in and searched the town, finally ending up with a pair of "Green Thumb" gardening gloves. So much better than nothing, even though I felt the complete ass.

Sincerely,

Eric Greenwell

COMING EVENTS

WISCONSIN TSOA

August 18 — August Antics V, coordinated benefit rally. Volunteer help needed. The bigger the entry, the more successful the benefit. WTSOA, Box 1694, Milwaukee, Wis. 53201.

TRIUMPH SCC OF NEW JERSEY

August 11 — Old Indian. New Jersey Council event starting at the Quality Court, Route 23, Wayne, N. J. Registration opens 9 A.M. \$6.50 per car. Send checks to Joyce Taylor, 58 Rafkind Rd., Bloomingdale, N. J. 07403.

CLASSIFIED

For sale: TR-4 tonneau black, used only three months, \$20; TR-4 windshield, \$30; TR-4 looseleaf dealer's workshop manual, \$10. Charles Daviet, 30 Marquette Rd., Upper Montclair, N. J. (201) 744-4252.

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

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

Replacement TSOA Badge \$1.00

Standard Triumph Review Subscription \$2.50/year

GT-6/2000 Competition Preparation Manual \$2.00

TR-4, TR-4A Competition Preparation Manual \$2.00

SPITFIRE Competition Preparation Manual \$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, 111 Galway Place, Teaneck, New Jersey 07666. 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