



# TSSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

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JULY, 1969

## *Triumphs Record Over 40 Wins in SCCA National Competition at Season's Halfway Mark*

With the racing season reaching the midway point, Triumph sports cars have compiled an impressive record in Sports Car Club of America, Inc. (SCCA) national championship competition. The record of those Triumph drivers surveyed shows a total of 44 wins, 13 seconds and two thirds in the 50 races covered.

Leading the list of Triumph winners with a total of five victories and 45 national points is Carl Swanson of Hawthorne, Calif. Swanson, who drives a Triumph Competition Department GT-6 Plus in E Production, is far ahead in the Southern Pacific Divisional standings and is virtually assured of a starting position at the American Road Race of Champions (ARRC) which takes place in November at Daytona, Fla.

Close behind Swanson in total points is John Kelly of Washington, D. C. who has accumulated four wins and one second place finish, bringing his national points to 42. Kelly drives an F Production Group 44 Spitfire Mk3 out of the Northeast Division.

Having scored four wins for 36 points are Bob Tullius of Falls Church, Va. and Don Devendorf of Los Angeles, Calif. Tullius heads Group 44, the East Coast counterpart of the California based Triumph Competition Department. Devendorf, an independent driver, pilots a G Production Spitfire in the Southern Pacific Division while Tullius drives a new TR6 in the Northeast Division.

Lee Mueller of Lynwood, Calif., who also drives for the Triumph Competition Department, has compiled three wins and one second place finish behind the wheel of an F Production Spitfire Mk3 in the Southern Pacific Division.

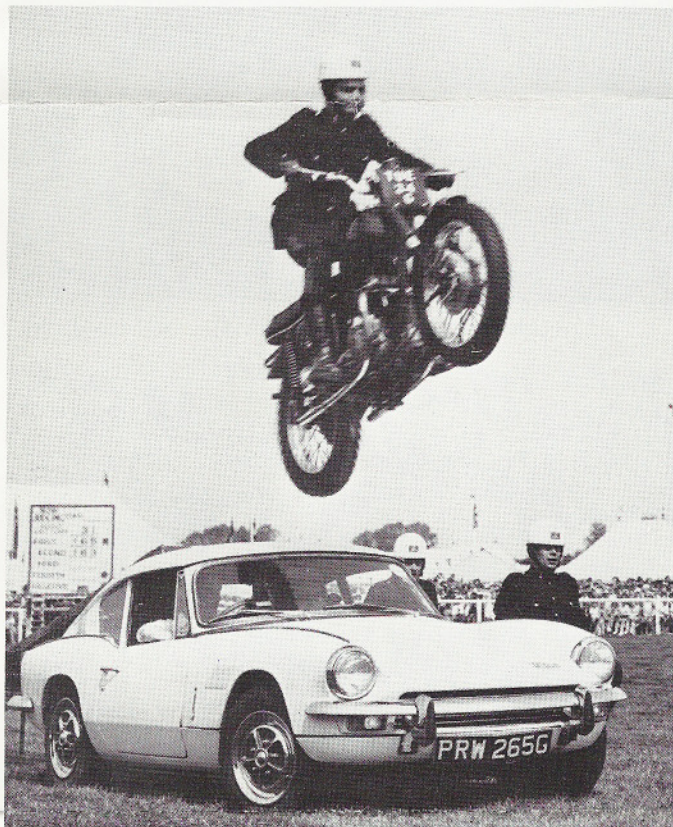
He is closely followed by Jerry Barker of Redondo Beach, Calif. who has captured two national firsts and one second place in his Spitfire. Mueller currently has 33 points and is first in the Southern Pacific F Production points race. Barker is second with 24 points.

Fifty-four points are needed to cinch the divisional championships for each of the 21 separate classes found in the seven divisions that make up the SCCA.

Swanson, Mueller, Tullius, Devendorf, Kelly and Mike Downs and Bob Krokus, both of Falls Church, Va., all lead their respective divisions, with Jim Dittmore of Torrance, Calif. (TR6), Brian Fuerstenau of Falls Church, Va. (TR4A) and Barker holding down second place slots.

Three of the above mentioned Triumph drivers — Devendorf, Fuerstenau and Kelly — are defending national champions.

Continued on page 3



Royal Signal Corps rider does GT-6 Jump.

## *Triumph GT6 in Motor-Cycle Acrobatic Team*

For the first time the world-famous White Helmets (Royal Corps of Signals) Acrobatic Team will use a four-wheel vehicle in their 1969 exhibitions. The team, equipped with Coventry-made motor-cycles, will have a Triumph GT6 as part of their daring, timed-to-the-second display which has long been acknowledged as the foremost two-wheeled acrobatic display in the world.

The GT6, a white Mk. II version, has been loaned by Standard-Triumph for the duration of the team's season, and will be featured in hair-raising, airborne feats by the crack White Helmets motor-cyclists.

During their five-month season the team will take the GT6 on tour throughout the United Kingdom, Europe and the United States.

The White Helmets team chose the Triumph GT6 because of its sleek aerodynamic appearance — very much in keeping with the team's international image — and because it is a best-seller in the European and American markets, with 85% of its entire production being exported.

## TR-3A?...B?...???

Hal Gettings, member from Orlando, Florida, sent the following which calls for some research and a detailed reply:

Dear Mike:

There seems to be quite a bit of confusion — even among our local “experts” — as to the distinctions between the various models of the TR-3 . . . A, B, C. Unless I’m the only one in the dark, an explanation might make an interesting item in the Newsletter.

Enjoy your monthly effort. Fight on!

Hal Gettings

Chronologically, Hal, it works out quite easily. To make it clear for everyone, though, we’ll go back a bit before the TR-3, to the TR-1.

1952:

Yes, there was a TR-1 although one was the entire production run. Shown at Earls Court in the fall of 1952, the car was TR-2 from the doors forward but had a bob-tail rear with a spare tire embedded in the deck. There was no trunk at all which may have been the reason for another year’s development time before the car’s final introduction.

1953:

At Earls Court, the TR-2 made its appearance. Now fully developed, it was a sensation. This model had no grille as such, a simple metal grid placed at the rear of the opening protected the radiator. With a pause or two to modify the doors so that they would open over, instead of against, curbs, brace the steering column, etc., this model was produced until part way into 1956.

1956:

The first TR-3 appeared this year, only slightly distinguishable from the TR-2. However, it was a 100 hp car instead of 90, had a more attractive interior and featured sliding windows in the side curtains. Early models had no grille but a chrome strip surrounded the opening. Halfway through the year, an egg-crate grille was introduced and disc brakes added on the front. This model continued through 1957.

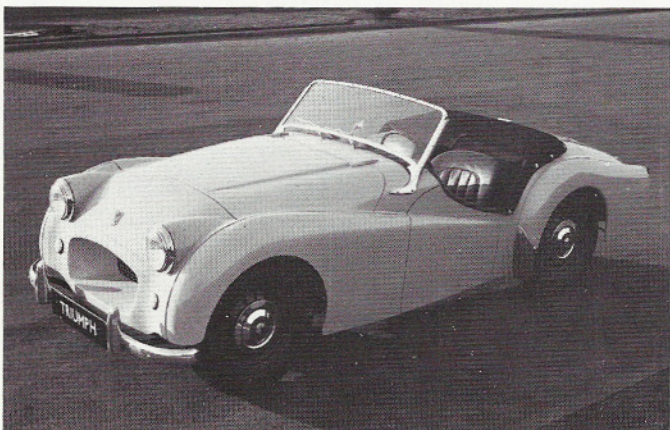
1958:

For 1958, a new front panel was designed with the now-familiar wide grille. This car was the TR-3A and included many interior modifications as well as the grille. This model, without any visible changes, was continued right through until 1962.

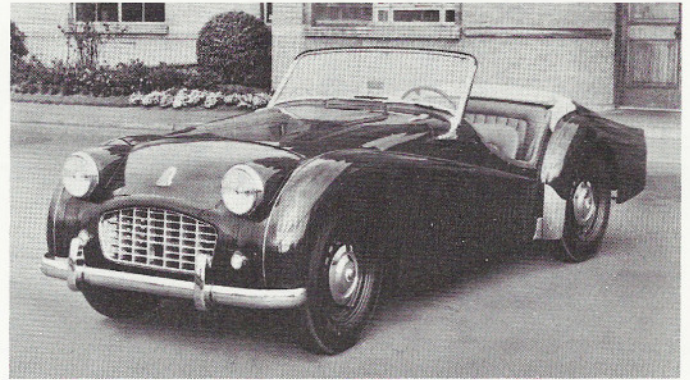
1962:

This was the last production year for the TR-3. Titled the TR-3B, the '62 car had the TR-4 all-synchromesh gearbox and most had the 2138 cc powerplant as well.

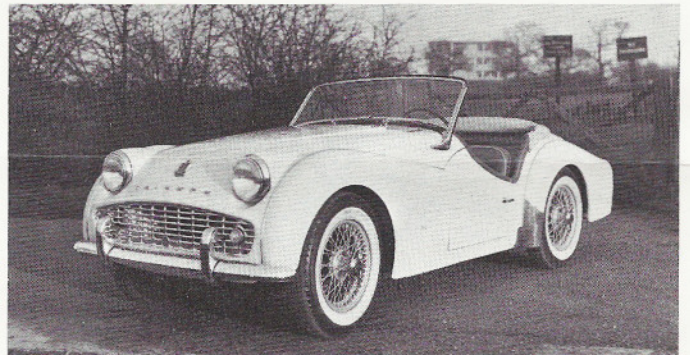
Now, Hal, as for that TR-3C . . . maybe you know something we don't?



TR-2, 1953-1955



TR-3, 1956-1957



TR-3A-B, 1958-62



Buzz Marcus, Tobi Maguire, Shawn, Lou Maguire, Dave Landis

### BABY BORN IN TRIUMPH

A 5 LB., 13 OZ. BABY BOY BORN IN TURQUOISE TR-250 MONDAY, JUNE SECOND AT FOUR O-CLOCK TO MR. AND MRS. LOU MAGUIRE OF PHILADELPHIA. BIRTH OCCURRED ON CHELTENHAM AVE. JUST BETWEEN MONTGOMERY COUNTY AND PHILADELPHIA COUNTY. BABY'S NAME IS SHAWN. MR. AND MRS. MAGUIRE PURCHASED THEIR 250 FROM DAVE LANDIS AT BUZZ' MARCUS GLENSIDE MOTORS, GLENSIDE PA. MOTHER, CHILD AND CAR DOING VERY WELL.

### MEMBER 54, WHERE ARE YOU?

The population of the United States is on the move and TSOA members are no exception. We want to make certain that you continue to get the Newsletter without interruption so, when you send us your new address, please tell us your old one as well! Otherwise, we have to search, and search, and search, and . . . . .

## GROUP 44 TRIUMPH TEAM EDGES OUT COMPETITION AT ROAD AMERICA

ELKHART LAKE, WIS. — JUNE 14-15

With more than 412 entries and 61,288 spectators in attendance, the largest crowd in recent history to view an amateur sports car event, Group 44 Triumphs were winners here in two classes — E and C Production.

Behind the wheel of the Group 44 TR6, normally driven by Bob Tullius, was Brian Fuerstenau of Falls Church, Va. Fuerstenau out-distanced more than two dozen other Cp cars led by his West Coast competitor Jim Dittmore of Redondo Beach, Calif. driving another TR6. Fuerstenau also had to fight off a stiff challenge from a Porsche 911T driven by Bob Hindson of Kansas City, Mo.

Fuerstenau, who usually drives a Group 44 TR4A, qualified in the pole position and held the CP lead for more than three-fourths of the combined A, B, C, D, Production and A Sedan event. A total of 65 cars started the race on the 5-mile Elkhart course.

In another race, Mike Downs of Washington, D. C. drove his Group 44 Triumph to a first place in EP and third overall in the combined B, C Sedan and E Production event. Downs, in a GT-6 Plus, held off a challenge from the West Coast team rival Carl Swanson of Hawthorne, Calif. in a Kastner prepared GT-6 Plus. Swanson was forced to make a pit stop to replace a fouled plug but managed to charge back up into fourth position before retiring with clutch problems.

### Fp & Gp TRIUMPHS WIN AT SEATTLE

Triumphs driven by John Howard of Woodside, Calif. and Marshall Meyer of Livermore, Calif. captured checkered flags in their respective Fp and Gp Spitfires at the Kent National Championships held on the challenging 2.25-mile Seattle International Raceway road course. Howard, driving a Mk3 Spitfire in the combined E, F, G and H Production event took the Fp win finishing sixth overall, while Meyers took first in Gp and seventh overall in his Mk2 Spitfire.

Gary Blodgett of Portland, Ore., piloting a TR-4A, finished second in Dp behind the Datsun 2000 driven by Ray Kaehler of Corvallis, Ore. L. J. Rockie of Seattle, Wash. came in third in another TR-4A.

## DURYEA HILLCOMB — BLUE MT., PA.

Keith Kendig and Vince Houck of Pennsylvania out-scored the competition at the Duryea Hillclimb to chalk-up more wins for Triumph. Kendig, driving an ex-Tullius TR-4A, charged up the two and a half mile course in record breaking time, battering the old D Production mark by more than three seconds. Houck, who won the E Production-III event, also broke the course record.

### LIME ROCK JULY 4th

Mike Downs in the Quaker State Triumph GT-6+ extended his winning streak to three in a row at the Sports Car Club of America's Northeast Division National Road Races at Lime Rock, Connecticut, July 4th. Mike started slow with an all new car in the beginning of the season but seems to have it well sorted-out now.

Downs and George Frey battled all of the 30 minutes in what was one of the most exciting races of the weekend with the lead changing hands constantly. But Downs screamed the GT-6+ across the line first for the win and takes a commanding lead in the points battle.

Bob Tullius in the TR-6 won handily by 23 seconds after the qualifying challenge of Bob Sharp failed to materialize. With 45 points, Bob needs only one more win to clinch the Northeast Division Championship - C Production.

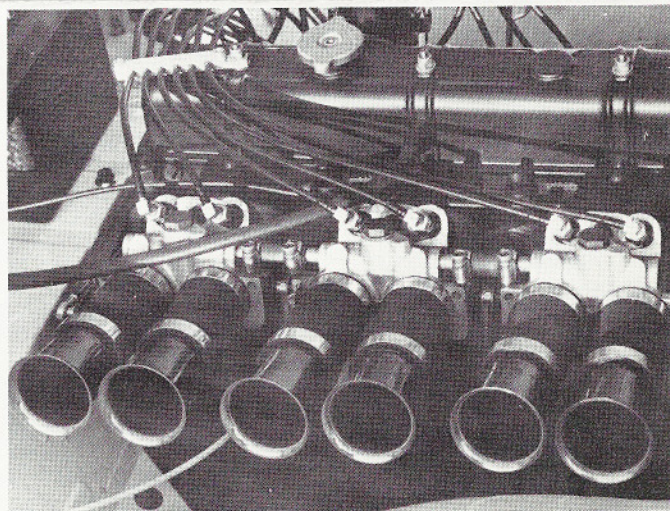
Brian Fuerstenau, driving the TR-4A, gave winner Bob Sharp in his Datsun a real race with Brian down on power and using his second engine after problems on Saturday's practice. Fuerstenau will have another shot at Sharp as Group 44 returns to Lime Rock in three weeks.

John Kelly maintains his long points lead although finishing second in a real race-long scrap with Bob Sharp. Being the fastest qualifier, John pushed the Quaker State Spitfire Mark III to the lead during the race, but Sharp, who was on his home track, never let himself fall far behind and took advantage of traffic to pass Kelly on the last lap.

Bob Krokus broke his winning streak at four after snapping an axle when the green flag fell. The DNF was especially disappointing because Krokus had qualified on the pole and expected no real challenge at Lime Rock, one of his favorite tracks. However, Triumph still came out ahead as Bill Goddard, 1968 Area 1 champ, took the race with ease in his smart new, blue Spitfire, sponsored by Lee Imported Cars, TR dealer in Wellesley, Mass.



That's a victory smile if we ever saw one. Bill Goddard has had a very successful season this year as defending Area 1 GP champion and just won the July 4th Lime Rock national.



You might call this a powerful grin. The six gaping air horns lead to a Lucas fuel injection system as installed on a CP TR-6. Individual fuel lines lead to each intake port.

## SERVICE INFORMATION

### Spitfire Mk 3

In the instructions for lowering the soft top, given on page 14 of the Owners Handbook, one section should be followed with extreme care:

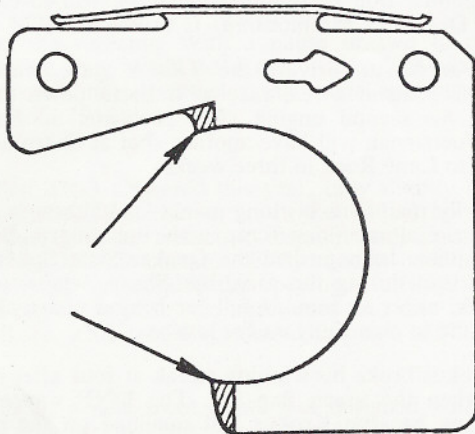
"Push the soft top header rail rearwards and slightly upwards while knocking the second hoodstick (arrowed Fig. 15) forwards until the assembly begins to fold. *Do not pull the second hoodstick downwards.* Continue lowering the frame and pull the fabric flat over the luggage compartment lid (Fig. 18).

If the second hoodstick is pulled downwards, it is possible for the flat ends of the stick to cut into and damage the top fabric.

### Spitfire and GT-6

Some complaints have been received of brake squeal on both of these models. For the do-it-yourself mechanic, there is a simple remedy.

Remove the disc pad shims and cut back approximately  $\frac{1}{8}$ " at the two points shown arrowed in the illustration below.



An additional note on the GT-6+ is that there are now two alternative clutch assemblies approved for this model. One is a Borg and Beck, the other a Laycock unit. These units can only be installed as complete assemblies and it is not possible to use a Borg and Beck disc with a Laycock pressure plate or vice versa. Any member undertaking this major service operation should ascertain which type is fitted to his car before ordering parts.

#### LAYCOCK

Cover assembly .....	211146
Driven plate .....	150987
3 set screws (5/16" x 7/8 UNC) .....	HU.0857
3 flywheel dowels (1/4" dia. x 11/16") .....	DP.0411

#### BORG AND BECK

Cover assembly .....	213501
Driven plate .....	145968
3 set screws (5/16" x 3/4 UNC) .....	HU.0856
3 flywheel dowels (1/4" dia. x 7/16") .....	DP.0407

## LOCAL CLUB NEWS

### Kansas City Triumph Club

Here are the officers elected for 1969:

President .....	Vince Reese
Vice-President .....	Harvey Simpson
Secretary .....	Judy Henderson
Treasurer .....	Bob Cox
Council Rep. ....	Ron Henry
Board Members .....	Harry Henderson
	Rick Torres
	Paul Sterbenz

For information, write: Vince Reese, 4516 Claremont, Kansas City, Mo. 64133.

## CLASSIFIED

### ITEMS FOR SALE:

Pampered 1966 Spitfire, 42,000 miles. Transistor ignition, radio, console, roll bar, electric fuel pump, wheel covers, wood steering wheel, new radial ply tires. Good blue paint with 8" white stripe. New rear suspension with Armstrong progressive shocks. Excellent mechanical shape. Asking \$1,000.00. Jon Laubin, Medical Dept., U.S. Naval Air Station, Brooklyn, N. Y. 11234. 212-CL 2-4242, Ext. 288.

1968 GT-6, Red with black interior. In like-new condition with only 6,000 miles. AM-FM radio. Car has never been raced, street driving only. Too small for my current needs. Best offer over \$1,900.00. R. B. Elam, Jr., Morrilton, Ark. 72110. 501-727-5444.

Late 1959 TR-3 with wrecked body. 21,000 miles. All mechanical parts in excellent condition, good radiator, etc. Make offer. John H. Miles, Box 1205, Lake City, Fla. 32055. 725-6148.

TR-3 gearbox. In good working order. Used on street only. \$50.00. Mike Cook, c/o TSOA, 600 Willow Tree Rd., Leonia, N. J. 07675.

### ITEMS WANTED:

Hardtop for Spitfire, fiberglass or steel. John Laubin, Medical Dept., U.S. Naval Air Station, Brooklyn, N. Y. 11234. 212-CL-4242, Ext. 288.

## TSOA SUPERMARKET

### 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
GT-6/2000 Competition Preparation Manual .....	\$2.00
TR-4, TR-4A Competition Preparation Manual .....	\$2.00
SPITFIRE Competition Preparation Manual .....	\$2.00
TR-250/TR-6 Competition Preparation Manual .....	\$2.00
British Leyland HIGH ROAD Magazine .....	\$6.00/year
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, 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 lifetime membership in the club.

EDITOR, MICHAEL L. COOK