



# T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

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VOLUME 16, NUMBER 7

JULY, 1970

## V-8 STAG INTRODUCED IN ENGLAND

*U.S.A. Delivery To Be Late This Year*

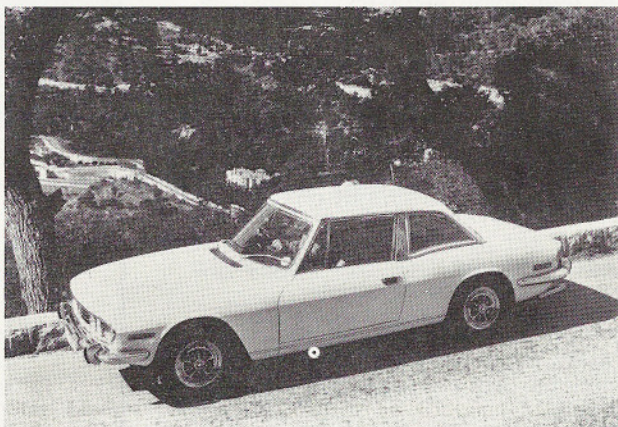
British Leyland Motor Corporation announced in England on June 9 that Triumph, one of the world's most successful builders of two-seater sports cars will build an entirely new 3-liter V8 powered luxury Grand Touring model. This will be in addition to its well-known line of sports models; Spitfire, GT6+, and TR6.

Called the Triumph Stag, it is a 2-door, 2+2 coupe available in convertible, hard-top or combined convertible/detachable hard-top form, and is in the \$5,000 price class. The new Triumph Stag is to be supplied initially to the British home market, with an American specification version available late this year.

The engine, a 2997 cc. (182.9 cu. in.) V8 is an entirely new high efficiency power plant delivering 145 bhp. at 5,500 rpm. Performance is "sparkling" according to European press, with maximum speed of 120 mph, making the Stag Triumph's fastest car.

Equipment is particularly lavish and styling is by Giovanni Michelotti of Italy. The car has a long, low, sleek profile with the front and rear end styling treatment bearing a family resemblance to other Triumph models. Such items as power steering and electrically operated windows are standard. Either automatic, or manually-controlled transmission with overdrive, is available. Air conditioning is optional.

The individual front bucket seats not only adjust fore



**Stag Lines**—The body, designed by Giovanni Michelotti, follows Triumph's tradition of fine styling. The two-door body style allows Stag to become hard-top, soft-top or both. Stag's 3-liter overhead camshaft engine, in a car weighing approximately 2,800 pounds, gives it a top speed of 120 mph, placing it clearly in the Grand Touring Car class. The engine develops up to 150 hp. 0 to 60 mph is quoted at 9.5 seconds.

and aft and are fully reclining, but also adjust for height and rake by a separate handle control. The rear seat is fully upholstered and is larger and more comfortable than many "so-called" 2+2's. Instrumentation is very complete, and the padded steering wheel adjusts both up/down and in/out.

All models are equipped with a convertible top, which when folded, is concealed under a deck lid. There is a unique T-shaped safety padded roll bar, making for massive strength. This is concealed when the optional hard-top is fitted.

### RACING NEWS

#### Portland International Raceway, Ore., Sunday, June 14

— A U.S. Triumph Competition Department TR-6, piloted by Lee Mueller (Lynwood, Calif.) soundly defeated a large field of other C Production (Cp) cars and more than two dozen other top entries to win first overall honors in the combined C, D, E Production and B Sedan national championship race.

Starting from the pole position, Mueller shot into the lead on the first lap and went on to capture a wire-to-wire victory. His nearest competitor, Todd Webb's (Portland, Ore.) Porsche 911S was more than 16 seconds behind at the drop of the checkered flag. Mueller currently leads the Northern Pacific Division in national standings.

*(Continued on page 3)*

That little Spitfire, on display in the Triumph dealer's show-window, caught my eye, and simultaneously before my memory flashed a vision of Italy's Amalfi Drive. Linda and I were downtown working on a story for the newspaper where we both were photo-reporters.

"If I had that car," I said to Linda, "I would skim every highway and byway of Europe." "And I would go along," she laughed, "although we couldn't carry anything bigger than a toothbrush!"

The little roadster became mine the same week, but I did not even dream that my wishful remarks would one day come true. How could I foresee the opportunity which would take the three of us, Linda, Spitfire and I, on a journalistic jaunt of France and Italy?

But one misty March morning found us ready to leave on a three-month tour. Spitfire 4, Mk II stood in the driveway. In a wide circle, our luggage formed a forbidding ring around the little coupé.

A most formidable piece was Old Ironsides, a suitcase which had already weathered twelve Atlantic crossings. Weighted with reference books, it took two persons to handle it. The nucleus of my equipment consisted of a portable photography laboratory; a camera, tripod and gadget bag; and a typewriter, ensconced in a case as flexible as a suit of armor. And no trip would be complete without binoculars, rubbers and Scottish plaid blanket. For our personal effects, Linda and I each had a canvas satchel, while a men's size car-bag (the ladies' dress bag was longer than my luggage locker) accommodated our clothing for two seasons. Besides these and a flight bag, Linda also had a monstrous three-way leather suitcase gaping with copy paper, carbon paper, mailing envelopes, twine, rubber glue, masking tape, stenographer pads, film, pens, markers. . . After all, she does take her profession seriously.

Our purses could have doubled as overnight bags. But the worst of the lot was the duffle bag. Three feet high when stuffed, it held the Spitfire tools, copper hammer for wire wheels, a thirty-foot tow chain, just in case; also the picnic-kitchen and a plethora of other items. This was only a temporary inconvenience, for at our first stop after disembarkment at Le Havre, we emptied the duffle bag, distributing the various objects into holes and crannies.

Obviously, we were taking only the tools of our trade, and only at the risk of defeating our trip could we dispense with a single article.

Snowflakes played as with sinking hearts we surveyed the scene. The impedimenta of an army to be compressed into a sports car which fits me like a glove. It was preposterous to pretend that my neat little runabout would accept even a fraction of all that tack.

I took a deep breath and opened the car trunk, only to be confronted with an unremembered obstacle — the spare wheel. Riveted right in the middle of the locker, it clearly said, 'No bunk space here!' We appraised the area behind the bucket seats. "Barely a cozy nook for a small child," Linda muttered. Although there were precious inches behind the rear squab where the tonneau was stowed, I balked at leaving that gay trapping at home, for beyond the mocking snow flurries I saw the sunny Amalfi Drive. . .

So where else can you put luggage in a two-seater with a soft top?

"We can't do it," Linda said. "We've got to," I rejoined stubbornly. The SS FRANCE was docked at New York, and the next day we had to be aboard. Desperately, we began putting bags in and pulling them out, pushing and changing. And we got everything in. Everything. How? By fitting the pieces like a jigsaw puzzle into every inch of space, we discovered a trouble-free stowage scheme which caused no inconvenience to ourselves.

I slid into the cockpit, started my engine. I wound the trip indicator to 000.0 and in my log book made the first entry: Beginning mileage, Nashville, 27,333 mi.

The Spitfire's habitual eagerness upon the road had always reminded me of a Thoroughbred's lighthearted rack. Under the sudden unrelenting weight, the car now strained like a warhorse dragging a fieldpiece. "What's the matter with this car," Linda whispered ominously. "It's overloaded," I informed her curtly. "We've added a ton to the original 1,998 pounds." But once the convertible got the 'feel' of the weight, he sped along the



Linda and the Spitfire at the end of the trip

## LIST OF ARTICLES PA

### Front Center;

my shoes (I drive in stocking feet)  
Linhof Technika camera in case

### L. to R.;

Books, maps, folders on Rome  
4 bars of Le Chat laundry soap  
quart can of L8Olivier soft soap  
box of film for Italy  
package tape  
rubber overshoes in case  
twine for packages  
binoculars  
duffle bag with combination lock  
towing chain in plastic sack (never needed)  
copper hammer for changing wire wheels  
(never needed)

### L. to R.;

2 plastic bags with miscellaneous  
plastic bag with summer shoes  
my purse  
Linda's purse  
pack of copy paper (behind duffle bag)  
2 big sacks of miscellaneous

### L. to R.;

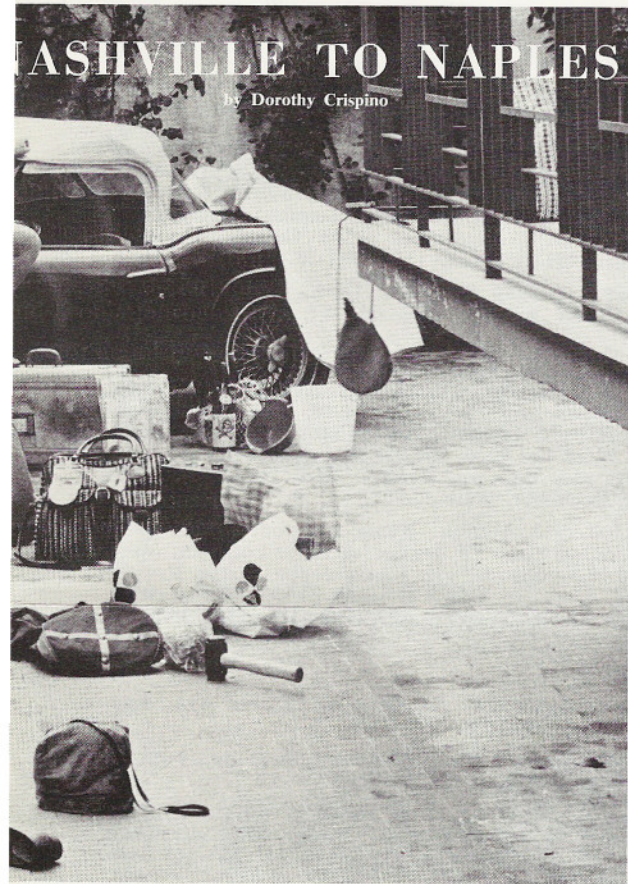
Underwood typewriter in hard case  
blanket (draped over typewriter)

superhighways with the best of them, never complaining, and we arrived in New York without incident.

Five days later, we landed in France. Our first stop was Rouen. Then on to Chartres. . . Paris. . . On through untamed Auvergne and dulcet Provence to Nice. Zig-zagging over the country to get our stories, sometimes we stayed several days in one

# NASHVILLE TO NAPLES

by Dorothy Crispino



ne: Nashville, (Indiana) to Naples (Italy).

## CKED INTO SPITFIRE

Linhof tripod  
Linda's flight bag  
picnic filet  
my satchel  
Linda's tote-bag  
hard case containing camera gadgets  
nylon plaid filet for papers

### L. to R.;

dress bag (hanging on tree)  
photo-lab basin (against car bumper)  
Linda's 3-way suitcase  
plastic bag with winter clothes  
LINDA

her foot is on our 'desk', which contained so many books, copy paper, etc., that neither of us could lift the bag.  
plastic bag with stenographer pads and pens  
bottle of film developer  
filet (behind bottle) of developing tanks etc.  
mixing bowl for chemicals  
pail for photo-lab  
waterskin (hanging)  
on rear of car, the tonneau  
Not shown in the photo, but causing a major crisis at first, was the spare wheel riveted in the trunk compartment.  
Another rather bulky item is missing in the photo: myself.

location but most often we were into another inn each night. Whether in the heavy traffic of big cities or on isolated ancient lanes, Spitfire proved himself a champion, although his load never lightened. Certainly, our stock of copy paper dwindled as we mailed articles back to the newspaper, but we accumulated guidebooks and pamphlets at an even faster rate.

By the time we crossed the border into Italy, the touring season was under way, and on the autostrade appeared many machines hauling luggage trailers. Most autos were equipped with luggage racks, but lumbering campers and re-modeled busses were frequent. The American models resembled mobile ballrooms and must be about as maneuverable in medieval towns. Linda and I in our spider would zip past them all.

"Travel light!" we laughed, for we had a secret: hidden in our tiny Trojan pony there snuggled a load no less than theirs.

Genoa, Rome, Florence and on to ecstatic Naples, with yellow copy paper flying away behind us. We did the Amalfi Drive with the top down (Spitfire loved that bit), then abruptly, in the midst of Mediterranean splendor, our trip came to an end.

One fine day in June, the Triumph stood again in the home driveway. He had been across mountains and through dark forests; equally dependable in fair weather or fog, rain and snow. Whether on the swift autostrade or the narrow cobblestone streets of Renaissance towns; sweeping around wide curves or turning right angle in corners constructed in the days of the chariots, the Triumph had never faltered, and I was proud of him.

When I turned off the ignition the speedometer read 32,692 mi. Nashville (March) to Nashville (June): 5,359 miles. Total gasoline cost: \$122.00. No other maintenance expense outside of the regular 30,000 mi. servicing, and one extra quart of oil, added in torrid Naples. Thanks to Spitfire's splendid performance, our trip was such a success that we are planning a repeat.

## RACING NEWS

(Continued from page 1)

**Thompson Speedway, Conn.** — At the end of the 30-minute Cp race at Thompson Speedway, it was the Triumph TR-6 of Bob Tullius (Falls Church, Va.) flashing across the start-finish line 20 seconds ahead of the second place finishing car, the Datsun of Bob Sharp (Wilton, Conn.). This was Tullius' fifth national win of the season.

The Fp and Gp events were also won by Triumphs as the Spitfires of Mike Cook (Westwood, N.J.) and James Aronson (Port Jefferson, N.Y.) each pulled in first-place honors in their respective races. Aronson also set a new Gp lap record besting the old mark by a full second. Finishing in second behind Aronson was another Spitfire driven by Charles Rainville (N. Scituate, R.I.).

In the Dp race, Brian Fuerstenau (Falls Church, Va.) finished second in his GT-6 Plus after waging a close duel with Bob Sharp's Datsun.

**Riverside, July 4** — The Triumph Competition Department Team was set to win at the Riverside National July 4 and 5. Lee Mueller started the day by qualifying his TR-6 on the pole followed by Jim Dittmore only fractions of a second behind. Carl Swanson put his GT-6+ on the pole and independent Don McGaffee was also among the leaders.

Stiff competition was expected from the Datsun 240Z driven by John Morton and the Porsche 914 driven by Alan Johnson. At the start of the race Mueller and Johnson opened a wide gap over the rest of the field as Dittmore was forced to stop to replace a fouled plug. The TR-6 and the 914 were never more than a car length apart until four laps from the finish when Mueller was forced to retire with a blown engine. Dittmore, charging from behind, made it to third place.

Swanson, whose GT-6 was faster down the straight than several of the B Production Cobras, drove to a well-deserved first place followed closely by McGaffee. The two drivers are now tied for first in D Production in the South Pacific Division.

Jerry Barker became the second Triumph driver to record six wins in the 1970 season and qualified himself for the American Road Race of Champions by winning F Production in his Mark III Spitfire. The other six-time winner is Bob Tullius who has five victories in division and one out of division.

## FORMATION OF TENNESSEE VALLEY CHAPTER OF T.S.O.A.

On July 10, 1970 a meeting was held to establish the subject Chapter of T.S.O.A. For information concerning the Chapter, interested people are invited to contact:

William Carl (Bud) Johnson or Ray Orton  
6023 Colfax Road, N. W. 3504 Lois Lane, N. W.  
Huntsville, Alabama 35810 Huntsville, Alabama 35810  
(205) 852-9464 (205) 852-7361



**PRESS ON** — High in the Andes, the Triumph 2.5 fuel injected sedan of Paddy Hopkirk seems to have paused for a breather. In fact, there was no time for pauses as the rally wound its 16,000 mile course to Mexico City. Hopkirk and crew finished 4th overall.

### *Triumphs 2nd and 4th In World Cup Rally*

Sponsored by the Daily Mirror of London, the World Cup Rally was a neat 16,000 mile tour starting at London's Wembley Stadium and finishing at the tiny town of Fortin, Mexico, south of Mexico City. 98 cars left Wembley on April 19th and 23 rumbled into Fortin on May 27th.

The official British Leyland entry included four Triumph 2.5 fuel injected sedans. Eventually, two of these finished. One, driven by Brian Culcheth and Johnstone Syer, was a creditable second overall. The other, handled by Paddy Hopkirk and Tony Nash and R. Johnson, was fourth. The Culcheth/Syer car took the class award for cars 2001-3000 cc displacement.

Difficult as the route was, it was complicated even further by 19 "Primes" (pronounced Preem) which were special high-speed timed sections, frequently over mountain passes. No crew could expect to have many penalty points on the primes and still remain in contention.

After the European section, the Triumphs boarded the boat in 6th — Culcheth, 8th — Hopkirk, and 11th — Andrew Cowan, Brian Coyle and U. Ossio. Cowan was the winner of the 12,000 mile London-Sydney Marathon in 1969 in a Hillman.

71 cars debarked at Rio de Janeiro and by the time they reached Montevideo, Uruguay, Culcheth was 4th and Hopkirk 7th, Cowan advanced to 10th but crashed over an embankment in Argentina, destroying the car and injuring all three occupants. Fortunately, all have recovered.

Late in the Rally, the strength of the Triumphs paid off and Culcheth gained dramatically on the leading Ford Escort, reaching 2nd place somewhere in Costa Rica. Hopkirk also made a stretch drive but was handicapped by mechanical problems and a crash in Ecuador. At the finish, Culcheth was less than an hour behind 1st, Hopkirk two hours further back.

## CLASSIFIED

### ITEMS FOR SALE

**Triumph GT-6 Mark I** — Autocross car set up for solo events and autocrosses. Street driven in summer, 9,000 miles; competition suspension with Armstrong adjustable shocks, latest comp. springs; 2 sets 5½ x 13 inch steel wheels — one set with Goodyear Y-6 racing tires, one set with Firestone radials; 130+HP engine, ported polished head (10.5:1CR), headers, side exhaust; 4.1:1 Detroit Locker; Much more; Dark Blue, completely rustproofed; \$2,150 or best offer. Walt Paliga, 24385 Colgate, Dearborn Heights, Michigan 48125, or call (313) 561-2536.

**Reinforced Plastic Hardtop (Red) for TR-4.** \$75.00. Constance Dexter, 2077 Center Avenue, Apt. 4A, Ft. Lee, N.J. 07024 201-461-6794.

**1957 TR-3 parts for sale.** Must reduce my assortment to replace transmission. L & R door, \$5.00 ea.; Hood, \$5.00; Deck lid, \$5.00; Nose Section, \$10.00; Spare tire cover, \$5.00; Rear brake assembly, \$10.00 ea.; Exhaust manifold, \$5.00; Carbs & intake manifold, \$25.00; Engine block less head, \$40.00; Heater, \$5.00; Top frame, \$5.00. All parts plus shipping. Contact: Wm. D. Gernes, 1011 First St., N.W., Rochester, Minn. 55901.

**1969 GT-6+, full race, Minilite, Konis, Firestone Indys, safety fuel tank, oil cooler, Stage IV engine, excellent condition inside and out.** \$2,500.00 with trailer and numerous spare parts. Reason: Buying a farm. Contact: André Gibeault, 4590 Stanley Weir, Montreal, Quebec, Canada. Tel: 514-879-2267—Res: 514-738-0564.

### ITEMS WANTED

**Hardtop for 1969 Spitfire.** David King, 20 LaMesa Ave., Eastchester, N. Y. 10707. Tel: (212) 779-7545.

**Alton Crisp** — will answer your letter as soon as you send me your address. Thanks, Mike Cook, Editor.

**A late model TR-4, 5 or 6 without engine or transmission, but with undamaged body and suspension.** Contact: Mike Freedman, 1640 Coral Gate Drive, Miami, Florida 33145. Tel: 305-448-7416.

## TSOA SUPERMARKET

### OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin zipper jacket with two white racing stripes. Mandarin collar style with side pockets, elasticized waist. Order direct from:

Louisville Manufacturing Company  
P. O. Box 1436, Louisville, Kentucky 40201

Specify: small, medium, large, extra-large ..... \$4.75  
Ladies' sizes, specify small, medium or large ..... \$4.75  
Jacket with button-in red acrylic pile liner ..... \$9.00

The following items are to be ordered from TSOA Leonia.

### 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, x-l ..... \$4.50  
Local TSOA Club "Calling Cards" ..... FREE  
List of Triumph Dealers and Distributors ..... FREE  
Replacement TSOA Badge ..... \$1.00  
Triumph Automobile Association badge ..... \$1.50  
GT-6/2000 Competition Preparation Manual ..... Out of Stock  
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  
Complete list of Competition Parts for all Triumphs ..... FREE  
TSOA Jacket Emblem ..... \$1.00  
(Club Discount — 1 Dozen) ..... \$10.00  
Official Triumph Jacket Emblem ..... \$ .50  
Triumph Competition Stickers, Mylar ..... 3 for \$1.00

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.*

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