



**Triumph**

# TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

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JUNE-JULY, 1975

## SPECIAL TR6 PICK-UP

*Missouri import service expert builds his own, unique new Triumph TR6 model*

Here's a Triumph that is surely unique! It's a custom-made TR6 mini-truck, recently completed for and owned by—TSOA member Roger Hurst of Independence, Missouri.

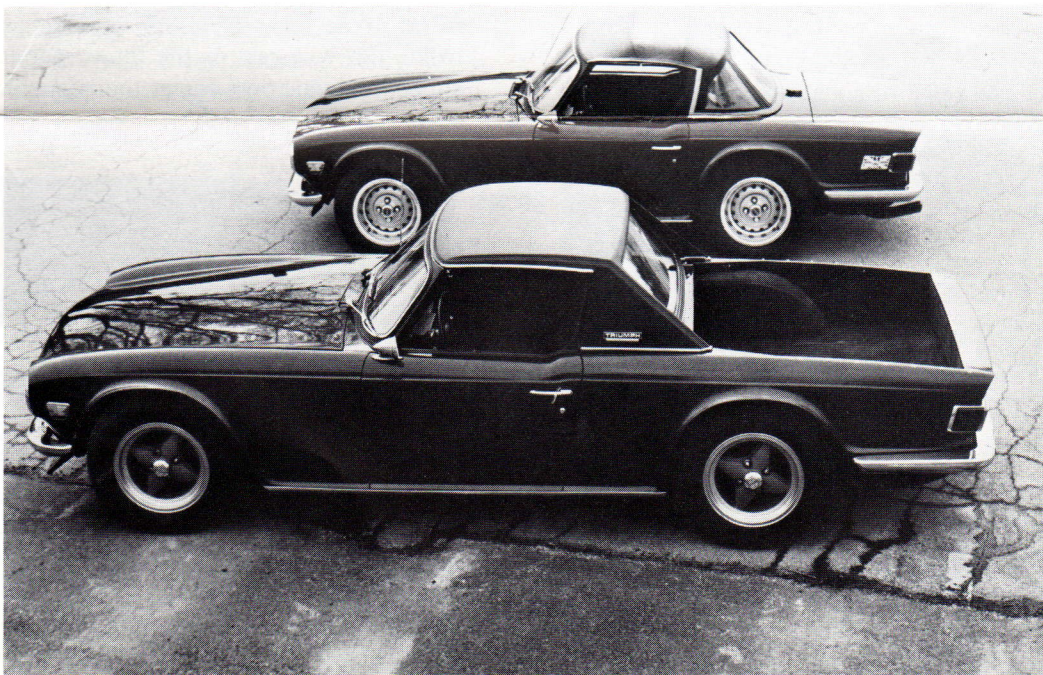
Since Roger purchased his first TR6 in 1969, he's toyed with this idea, judging it to be a natural conversion for the slightly "square-ish" rear deck of the TR6. So a little over two years ago he purchased two damaged 1971 TR6's and handed them over to Ray Reed, a local body expert, to undertake the styling change shown in the photographs. Reed joined together the two undamaged halves, adding 12in. to the roadster's original overall length and stretching the body between the doors and rear wheel wells.

The rear deck was cut away to form a truck bed, with walls added and the whole covered with rich red carpetting.

The spare wheel is neatly tucked away below the pick-up floor under an easily removed cover panel.

Other features include 4-spoke American wheels, integral front air spoiler, racing mirrors, and a specially fabricated exhaust sporting twin chrome megaphones. Particularly neat is the cut-down factory hardtop.

For the final touch, Ray Reed applied a deep, lustrous Black Cherry, candy apple paint job! Roger Hurst's one-and-only TR6 pick-up is a real attention getter and understandably is a source of deep pride to its owner, who runs Hurst Import Service, in Independence, Mo. Congratulations to Roger and Ray! and thanks from Triumph Newsletter also to Dave Gilmore of The Independence Examiner for sending along this interesting report and photos.



**This photo shows how Roger Hurst's special TR6 pick-up is lengthened by 12in. mostly between door and wheel, to form an extremely neat and attractive design. (Photo: Dave Gilmore)**

# THE CANARY SQUADRON

*A Whole Family of Spitfire Racing Drivers*

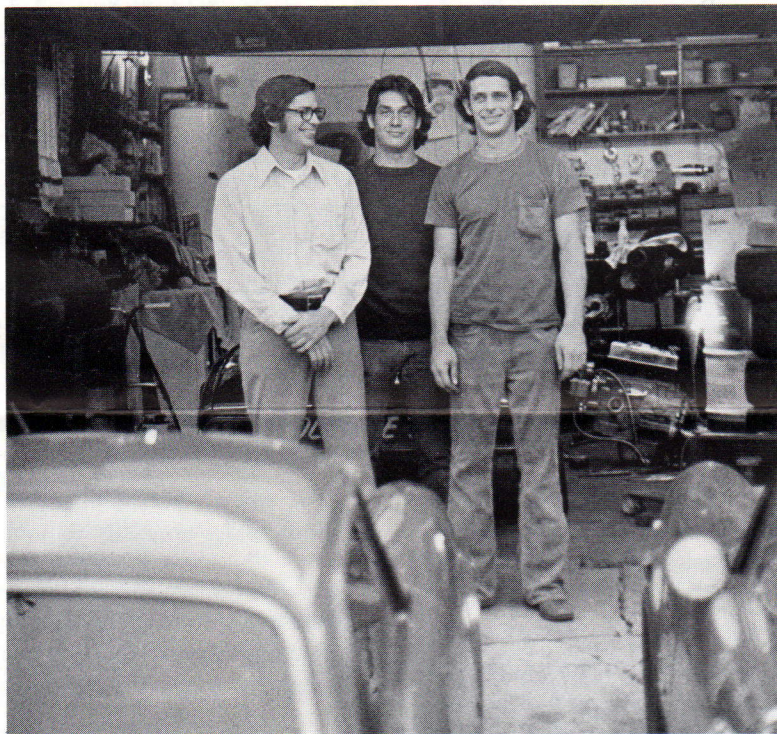
by MAC TOWNSEND

The three McCarthy brothers of San Jose, California, an astonishing family motor racing act. Here the three—(l to r) Tom, Mike and Mark—stand in front of Tom the Elder's garage. Mark's wife also drives her own Spitfire.

To race fans in and around San Jose, California, the name McCarthy is often associated with that of British Leyland's smallest Triumph, the Spitfire. The connection comes naturally because the three McCarthy brothers, each driving his own Spitfire, have won over 125 trophies, including about 50 firsts, and are frequently featured on the local sports page around race time.

## Tom

The connection was first forged in 1964 when **Tom**, the oldest of the three, decided to unload his Formula Junior in favor of a G Production Spitfire. Not only was the Triumph easier to work on and with far better parts availability, but the small roadster was then, as now, the dominant car in G Production on the West Coast. Often learning by doing things the wrong way, it took Tom four to five years before he began to see the winner's circle with regularity. He now feels that it would have taken less time and money to get there if he'd sought the advice of other



Spitfire racers, including Triumph's Jim Coan, now British Leyland's West Coast competition technical advisor. Trial and error or not, when middle-brother Mark was ready for his own car, Tom was one of the drivers to beat in one of the Coast's most popular classes.

## Mark

**Mark's** driving career started almost the moment he returned from Vietnam in 1971. His two brothers had built him a homecoming present while he was overseas and the Canary Squadron, as some dubbed it, was born the first time both drivers

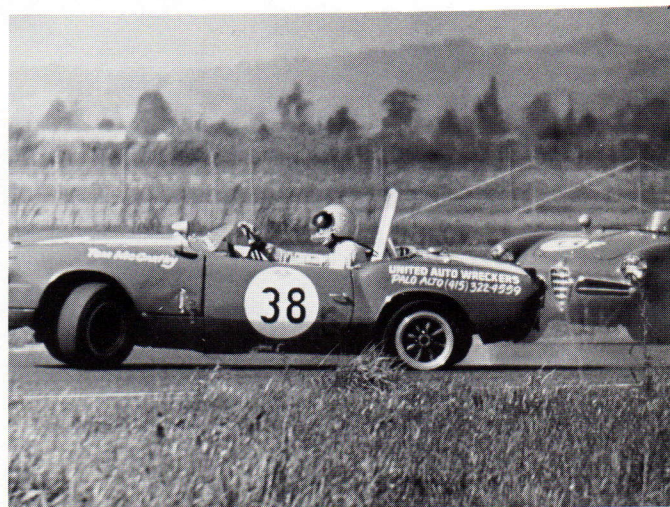
appeared together at Laguna Seca. Bob Dorman, the main non-family crewman, was color-blind and before they painted the cars the brothers took Dorman down to a paint store and made him pick out a color he could recognize. They then bought five gallons of canary yellow, which has since become somewhat of a McCarthy trademark. Mark was an apt pupil, even beating his big brother the second or third time out.

## Mike

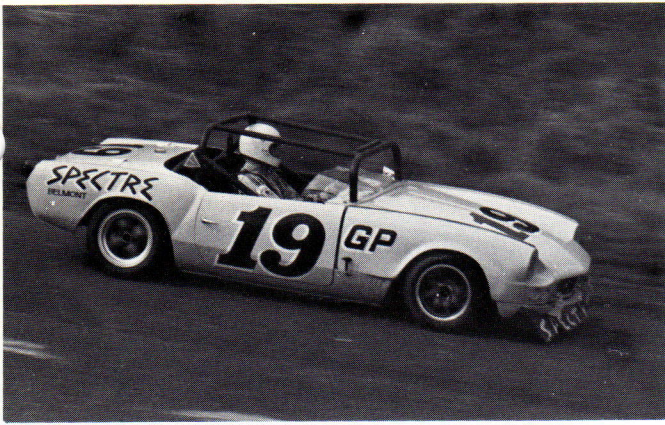
**Mike**, the youngest of the three, started out crewing and slipped into his own car at the beginning of last year, the



In Mark McCarthy's first race, he closely followed his older brother Tom all the way, and nearly beat him.



First to race was Tom McCarthy shown in his first Spitfire, losing the left rear tire at Cotati races in California.



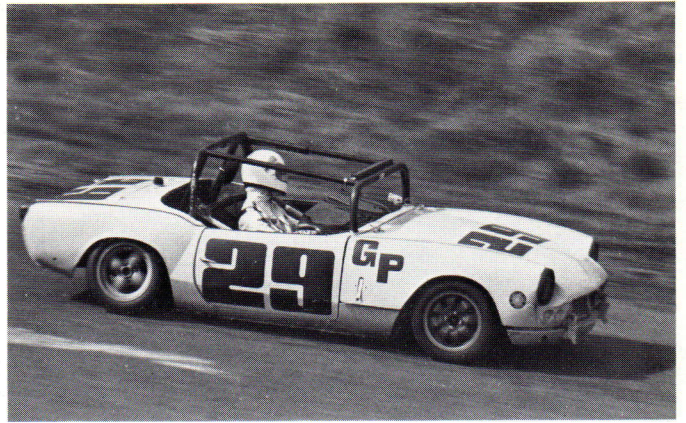
The middle brother is Mark, shown racing his Spitfire 'Spectre'.

weekend after he'd turned eighteen—SCCA's minimum age.

Tom's obviously the senior of the group, being the only one willing and able to travel all up and down the Coast seeking national points and an invitation to Atlanta and the national runoffs. During his last three trips to the CRRC he's managed to do nearly everything but win: pole, race leader, record lap, and victim of a series of frustrating mishaps.

This year while Mark and Mike stick with their G-cars, Tom accepted a ride in the F Production Spitfire 1500 owned by Al Fruedenberg, Parts Manager of British Leyland's Northwest Zone, at Brisbane near San Francisco. In seven races through the end of May, Tom's won four.

Despite the fact that the F-car and G-car are similar in many respects, each requires a different technique to drive. The single carb 1,500 is far more powerful than the dual carb 1,147—about 130 hp. vs 95. The smaller motor, however, winds on out to 8500 rpm, while the bigger one gets short of breath after about 7000. The greater power



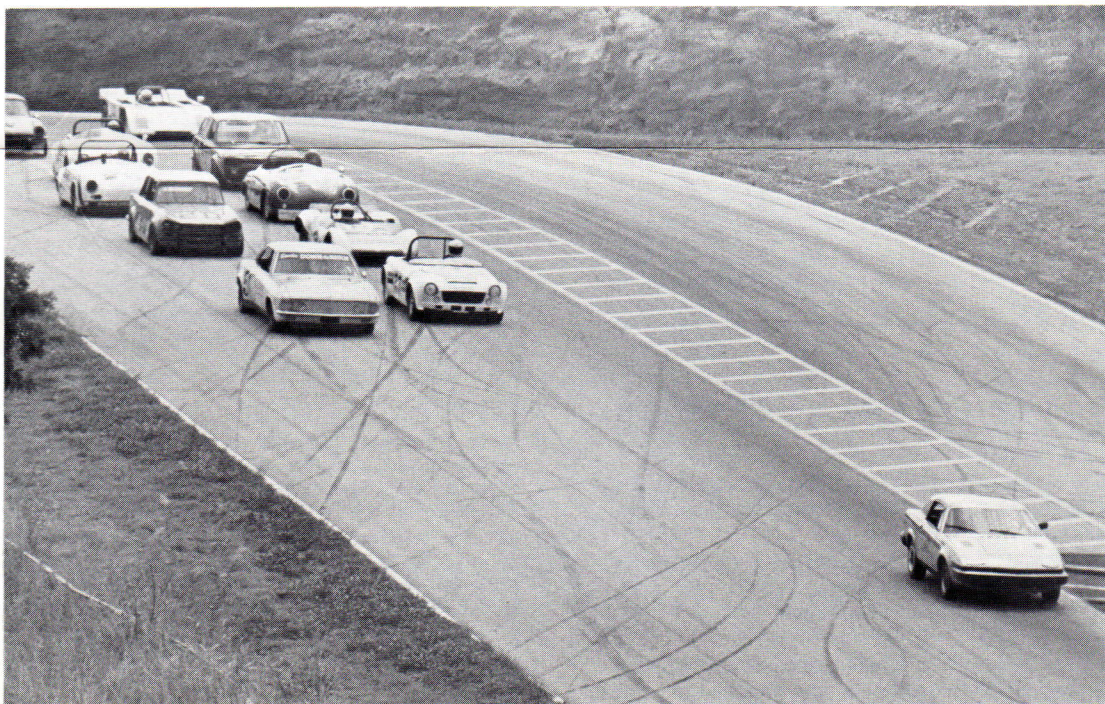
Third brother is Mike, who simply labels his racer Spitfire "29".

and lower rpm of the 1,500 often means it uses a 'taller' ring and pinion than the G-car, typical figures being 3.9 to 1 or 4.1 to 1 for the F-car and 4.1 to 1 or 4.5 to 1 for the G-car. Even with the lower number rear end, the 1,500 out-accelerates the 1,147 by a substantial margin and this accounts for most of the typical 3 to 4 seconds per lap advantage held by the FP version.

Preparation is pretty much the same no matter which Spitfire is being worked over, complete stripping and inspecting, replacement of standard street brakes, bushings, axles, radiator, etc. with heavy-duty competition items and so forth—as outlined in the Triumph Competition manuals. The 1,500 requires more attention to the bottom end to ensure reliability even though the redline is well under that of the smaller engine. This is because the longer stroke (3.44 in. vs. 3.0 in.) imposes higher bearing loads.

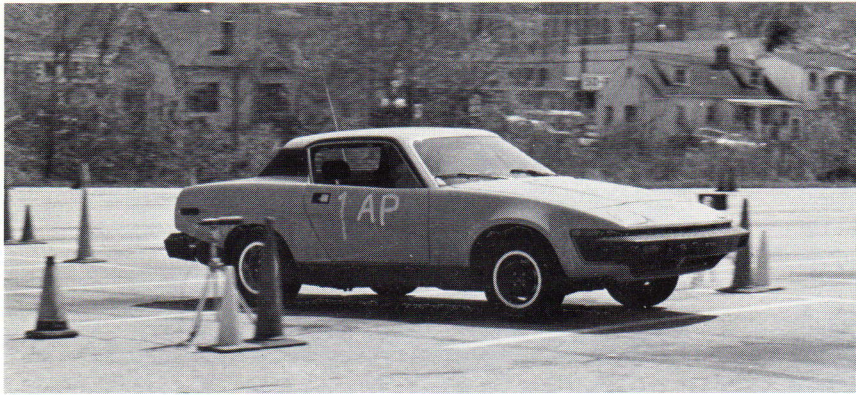
The McCarthys are well pleased with their Spitfires. Each figures that he could not race as often with any other marque for the same dollars spent on the Spitfires.

## PICTURE PUZZLE—Spot the Triumphs

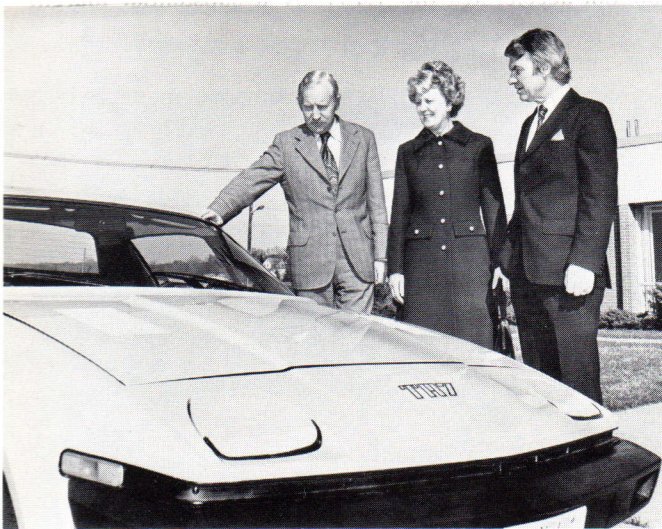
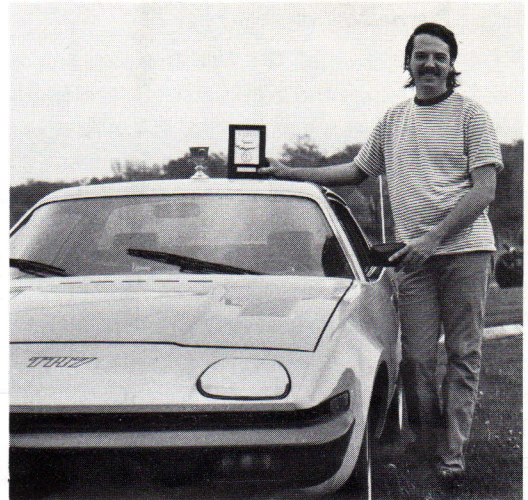


This is a photo of the start, headed by the pace car, of a recent SCCA National race at Road Atlanta (at Turn Eleven). Three Triumph cars can be seen. Can you spot them and the exact models? For answer, see page 23.

# TR7 IN THE NEWS



(Above and Right) Just about the first competition win for Triumph TR7 was first place in a rally run last May by the Triumph Sports Car Club of New Jersey. Driver was Richard Swenson (right) editor of Sports Car News. Dick is shown with his rally cup and a trophy for second in class in a gymkhana organised by the Fairfield County SCC.



At the Leonia N.J. headquarters of British Leyland recently, there were prominent visitors to see the new Triumph TR7. Shown (l to r) are Graham Whitehead president of British Leyland Motors Inc., with Mr. and Mrs. Gordon Booth. Mr. Gordon Booth is the newly appointed UK Director General of Trade Development for the United States.



The exciting new TR7 coupe is popular as a pace car at race tracks. This example is shown at Gainesville, in Florida. It was finished in British Racing Green, a new color for 1975, with the special striping kit. Behind are the race cars it is about to lead out of the paddock. (Photo: Stan Owens, district service manager, British Leyland SE Zone)



TR7's first public appearance and world premiere was at the Chicago Show (see Feb./Mar. Newsletter) but in May it was also exhibited in Los Angeles at Auto Expo '75. Two models were displayed on wedge platforms, together with a cut-away moving engine and a technical explanation display. TR7 will be exhibited next at the Boston, Miami and San Francisco shows in November. (Photo: Rich Scullin)

## CLUB NEWS

### Picture Puzzle Answer (See page 21)

The new Triumph TR7 is the pace car (lower right). Visible in the second row (left) of accelerating racers is a Triumph Vitesse sedan driven by Rodger Cook of Gainesville, Fla. More difficult to see and almost out of the picture at upper left is the GT6 coupe of Triumph champion Rick Cline.

The pace car is about to pull off and let the field head down to the Start line. The event was at the June 21/22 meet and the race included Class D and E Production, plus D Sports Racing and B Sedan—a mixed bag!

### Illinois Slalom

At the end of April members of the "Sole Chicagoland Chapter of the TSOA" participated in a slalom school. Note the difference between the times for runs before and after the instruction school. The event was held at Utica raceway.

#### ISOA Results, Utica Slalom

		Before School	After School
D/S	1st. Lee Matas (TR6)	1.20.58	1.16.25
E/S	1st. Ron Garfinkle (Spit.)	1.26.09	1.17.46
Prep.	1st. Doug Johnson (TR4)	1.26.12	1.20.03
Women	1st. Sissy Johnson (TR4)	1.29.22	1.22.58

### The Virginia Reel Rally

No fewer than seventy-three cars completed the well known Virginia Reel National Rally, May 17/18. The best performance by a British Leyland car was made by Ellen Hamilton and Ralph Vawter, who finished 45th overall and third in Class C. This is the seventeenth year for the Virginia Reel, which of course counts for the SCCA Rally Championship. Winner overall was Charles and Ellen Brown's Ford. Results were received from Richard Lieberman, Chairman, 1975 Virginia Reel National Rally, 3441 Launcelot Way, Annandale, Virginia 22003. Write him for details of next year's rally.

### Spitfires Keep Ahead

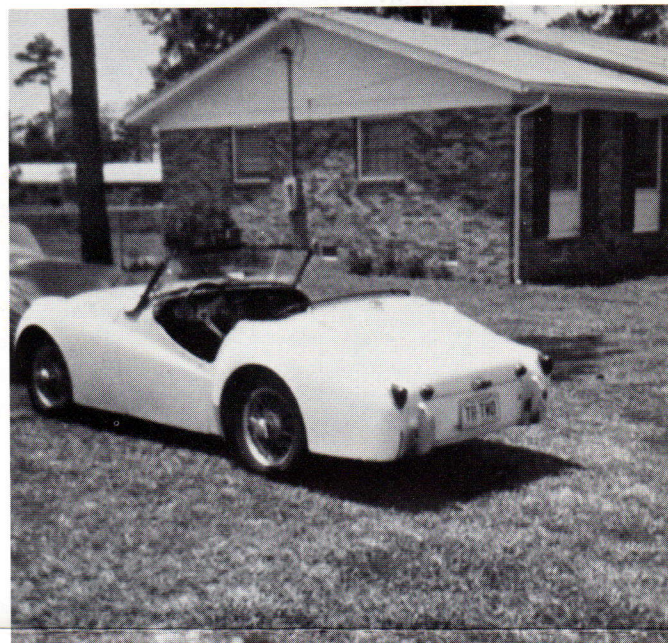
In recent racing at Summit Point, West Virginia—an SCCA National event—held June 21/22, John McComb of British Leyland's Group 44 team drove an exceptionally smooth race. For the first two laps he followed a Porsche, before moving to the front. By the finish he had stretched his lead to 12 sec., and set a new D-Production lap record at 83.53 mph (1 min. 26.2 sec.).

A Spitfire also featured in one of the most exciting races of the day when Ken Slagle, an independent Triumph owner, took on the new MG Midget 1500 driven by Group 44's John Kelly. Kelly led the opening lap but Slagle squeezed by at turn one. Then Kelly went "off course" on lap five and Slagle got an 18 sec. lead. In spite of some terrific driving by Kelly he could not regain that amount of time and Slagle's Spitfire won F-Production by 3 sec.



The newly formed Atlanta Triumph Club had a good turn out of a dozen cars at a Road Atlanta race meeting recently. Vice President Rick Grodzicki sent us the photo. Georgia Triumph owners should write to him at 846 Dunleith Court, Stone Mountain, Georgia 30083. (phone 404-658-5105)

## LETTERS TO THE EDITOR



This is Triumph restorer Dick Barnes' 1954 TR-2. He also has two other TR's. (See letter below.)

### Keen Restorer

*Oddly enough, I have only recently heard of your organization—even though I have had my TR-2 for nearly four years. I had asked local Triumph dealers about the badges on TRs, but received no information. A recent acquaintance gave me your newsletter 6/72 through 9/74, and I am thankful for the introduction.*

*My '54 TR-2 was semi-restored when I purchased it and I have delayed full restoration until I have another ready to drive in its absence. It is the early series with full-length doors, four vent-slot bonnet, full loop grill recess, and no cowl vent. It has the original engine (TS 3851 E), as well as overdrive, rear axle, carbs, finned aluminum tappet cover (with Triumph insignia). Items such as the genera-*

## LETTERS TO THE EDITOR (Cont.)

tor, coil, and voltage regulator are stamped 1954. It is driven regularly and in the four years has stopped only once—when three of four sparking plugs fouled. I have original curtains and steel top.

I am also working on a 1955 TR-2 (comm. no. TS 6982 L) and a 1956 TR-3 (comm. no. 10639 LO), which has drums in the front like the 2s. Recently I heard of TR-S ("Zoom") Le Mans car sighting; needless to say, I am trying to track that one down.

Looking forward to joining your organization, and would appreciate any info on local chapters in eastern NC.

—Richard D. Barnes, Jacksonville, N.C.

### TR6 owners would rather Fight than Switch

I have just received my first newsletter and owners handbook. There are enough valuable bits of information to pay the membership fee many times over in savings (alternator repair especially).

As you can see by the stamp above we also own MG's, several of their later day products being bought new. However, my TR-6 is the first car I ever bought for everyday use which I have no intention of ever selling or trading. The TR-6 "sex appeal", performance etc. are known to us all. But let me list the other reasons I love my TR-6. Would any other sports car stand up as well?

At 75,000 hard, hard, miles: Mileage at "appreciable" speed 24 mpg. Oil mileage 800 m.p.q. Tires 55,000 miles on originals. Virtually no cylinder wear or valve pitting. Has towed innumerable MGs from TD's to B's, Healeys, and a Chev. wagon (the wagon had to be steered however) with custom built hitch. 1 alternator and 1 brake cylinder replaced. Trans will be rebuilt due to some noise (blame that Chev.) but is still in good order. Valve job and rings to be done just because I want to. Original top and paint very good at 5 years of age.

It's going to take more than the TR-7 to make me switch.

—Lem Renkenberger, Derwood, Maryland

## CLASSIFIED

Triumph Newsletter readers and members of Triumph clubs are welcome to submit short Classified Advertisements of "Items For Sale", or "Items Wanted". However, we cannot accept responsibility in these transactions and publication is intended only as a Service, for which no cost is charged.

### FOR SALE

71 Stag conv., canary yellow. Good condition, 45,000 miles, wire wheels. \$3,650. Consider trade. Joel Owens, P.O. Box H, Escondido, Ca. 92025, (714) 747-1688.

1962 TR3 Roadster, excellent running condition, all metal body, \$2,500. Norman Gaulin, 12 Taylor River Road, Hampton Falls, N.H. (603-778-0258).

1974 TR6 factory hard top, soft top, lug rack, ski rack, Michelin racing radials, Cibie driving lights. Tonneau. Still on warranty. Showroom cond. \$5,300. J. L. Epple, Monmouth, Oregon 97361. (503) 838-3087.

Spitfire Mk III dual SU carburetors, intake manifold, and vacuum advance distributor completely reconditioned and modified to work on Spitfire Mk IV or 1500. \$130 postpaid. M. S. Tullis, 4192 Carondelet Drive, Dayton, Ohio 45440. (513) 429-0383.

Factory competition rear springs (V449) for TR-4A/TR-6 New,

\$60/pair. TR-4A and TR6 tonneau covers. New, \$25 ea. Dan Ware, 9725 E. Harvard #W-370, Denver, Co. 80231, (303) 755-9574.

TR3 transmission. Needs a gear \$35. But would rather trade for set of TR3 bumpers. Doug Blank, 213 Baer Erie, Pa. (814) 833-9973.



Surrey top (photo). Very good condition. Asking \$150. Also misc. parts for TR-3 complete engine \$80 and transmission \$50. Jim Silberhorn, 116 N. Scott St., Adrian, Mich. 49221, (517) 263-2473.

### WANTED

TR-2, TR-3, Mayflower. Excellent to concours condition only. No phony claims of condition, please. Photos will be returned. Call 609-641-3362 or write R. F. Gerow, 316 The Woodlands, Rt. 322 Mayslanding, N.J. 08330. TR-3 hubcaps, hood & trunk hinges, reasonable. R. F. Gerow, 316 The Woodland, Rt. 322, Mayslanding, N.J. 08330.

TR4A. IRS frame and body suitable for rebuilding. Stephen Ginter, 835 W. Cedar St., Allentown, Pa. 18102.

For '74 Spitfire 1500. Roll bar or information where I may obtain one. Please write, GW Halfacre, P.O. Box 22144, Louisville, Kentucky 40222.

Factory hardtop for Stag. Richard J. Brownstein, 50 S.W. Ridge Drive, Portland, Oregon 97219. (503) 221-1772.

Parts' manual for TR-3 (1956 model). Larry Dobias, 724 N. Uhrich St., Uhrichville, Ohio 44683. (614) 922-1676.

## TSOA SUPERMARKET

The following items are to be ordered from TSOA Leonia.

Local TSOA Club "Calling Cards" .....	FREE
List of Triumph Dealers and Distributors .....	FREE
Replacement TSOA badge .....	\$2.50
TSOA Handbook, 2nd Edition .....	\$2.50
Supplement to TSOA Handbook, 1973 .....	\$.75
Triumph Automobile Association badge .....	\$2.50
GT-6/2000 Competition Preparation Manual .....	\$2.50
TR-4/TR-4A Competition Preparation Manual .....	\$2.50
SPITFIRE Mk-I-II-III Competition Preparation Manual .....	\$2.50
TR-250/TR-6 Competition Preparation Manual .....	\$2.50
GT-6+ Competition Preparation Manual .....	\$2.50
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 .....	\$.50
British Leyland Competition Stickers, Mylar .....	3 for \$1.00
Triumph history 34-page reprint ("Automobile Quarterly") .....	\$1.95
"Triumph—50 Years of Sports Car" history poster .....	\$3.00

Send Check or Money Order. No C.O.D.'s please.  
Please make checks payable to British Leyland Motors Inc.

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. Cost of annual subscription is \$3 to TSOA and Triumph club members, \$5 to non-members.  
EDITOR, JOHN F. DUGDALE