

Triumph



Newsletter

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



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JUNE-JULY, 1977

Triumph International Rally Held on Long Island

**Over 50 Triumphs attend Southampton event organised by Vintage Triumph Register.
Sunshine greets 1930 Super Seven, 1935 Gloria Southern Cross
and the TR series from 1957 to 1977.**

As Triumph owner clubs throughout the country continue to gain in strength, we have been happy to report in some depth on two of their main events each year. We are thinking of the 1976 North American Triumph Challenge Rally of the Illinois Sports Owners Association and of the Detroit Triumph Sports Car Club, held in Illinois, and of the National Meeting held in Washington, D.C. of the Triumph Register of America. Now they are joined by another of equal promise, the impressively titled Standard

Triumph International Rally, which some prefer to call by its much less impressive abbreviation, "STIR".

This all started last year also, at the initiative of the Standard Register and other Standard-Triumph clubs based in Britain. Anyway, it gave Dick Langworth from New Jersey and Randy Mason from Detroit just the excuse they needed to join in as American delegates. While over there they issued an enthusiastic invitation for STIR Number Two to be held in the U.S., and so the Series has begun.



Prominent Triumph Concours contestants at the Rally were Mr. and Mrs. Al Stryeski of Landsdale, Pa. Here Rita Stryeski completes some polishing of the chrome wire wheels of their 1966 TR4A, which deservedly won its class.

Triumph International Rally (continued)

From such small beginnings can big things grow, and we wish the annual event good fortune. Certainly the American version held the weekend of June 25th, at Southampton, Long Island, was well attended, gave a light but informative program of events, and was enjoyed by all. Even more, a strong base has been formed on which to build for the future.

Although there was good advance notice of the International Rally this year, unfortunately the issue of entry forms, class details, and press material was late, or a much larger rally might have resulted. Congratulations anyway to the Triumph Vintage Register, to the Delaware Valley Triumphs, and to the newly formed Long Island Triumph Association, who were the main instigators.

Next year's Standard/Triumph International Rally returns to England in September 1978, and it is hoped to form an American group to make the trip across the Atlantic, preferably with their Triumphs!

Some Standard and Triumph History

Buyers of modern Triumphs, who have only recently enrolled as readers of the Triumph Newsletter, may not be too familiar with the history of the car. They may for instance be surprised at the title of this Rally—the 'Stand-

ard-Triumph International.' Well really it was the Standard car which started things for the famous post-war Triumph sports cars, the TR series, and even for Spitfire, too. Standard had also put Jaguar on the road to fame in the Thirties.

Triumph cars were originally made by an independent company from 1923 to 1944, when after being bombed out in World War II, they were bought by the Standard Motor Company in 1945. The enterprise was later renamed "Standard-Triumph International Limited". Its boss, Sir John Black, wanted to get into the sports car market and go after the increasingly popular Jaguars and MGs.

Strangely enough Standard had themselves nurtured Jaguar cars, which before the war was called SS Cars Ltd. Up till 1935 the latter's chassis and engines were almost all supplied by Standard, SS Cars producing the handsome bodies and undertaking the assembling.

That is why it was possible for the little 1931 SSII coupe pictured on page 16, to compete in a Standard Triumph rally. Equally it would qualify for a Jaguar rally!

By 1968, all these marques, Standard, Triumph, Jaguar and MG, had been combined by the British Leyland merger. Standard ceased production in 1963.

THE EDITOR

TRIUMPH INTERNATIONAL RALLY AWARDS WINNERS

Concours Class: Prewar

1. (insufficient points scored)
2. 1930 Super Seven tourer, Steve Rossi
3. 1935 Gloria Southern Cross roadster, Art Keniff

Concours Class: TR2-TR3

1. 1957 TR3, Martha & Dennis Phleeger
2. 1957 TR3, Doug Kegerise
3. 1957 TR3, Susan & Mike Wolf

Concours Class: TR3A-TR3B (6 Trophies)

1. 1963 TR3A, Jane & Jack Nixon
1959 TR3A, Barb & Bill Smith
2. 1958 TR3A, Randy Mason
1959 TR3A, Cathy & Joe Arvay
3. 1959 TR3A, Barbara & Dennis Mamchur
1958 TR3A, Gordon Gallagher

Concours Class: TR4-TR4A-TR5-TR250

1. 1966 TR4A, Rita & Al Stryeski
2. 1968 TR250, Gregg Dito

Concours Class: TR6

1. 1976 TR6, Charles Buttacavoli
2. 1976 TR6, Carol & Mike Cook
1973 TR6, Richard Zinn

Concours Class: Herald-based

1. (insufficient points scored)
2. 1972 GT6, Mike Bilyk
3. 1972 Spitfire, Warren Becker

Chairman's Awards for Special Performances

1. 1965 Bond Equipe, Charlie Frick (most unusual car)
2. 1965 TR4A IRS, Sandie & Dave Chenoweth (fastest lap)
3. 1931 SSII, Deborah & Al Morkunas (all the way on a trailer!)

Distance Awards

1972 GT6, Mike Bilyk (792 miles)

Hon. Mention to Julie & Phil Goodlove, from Nevada, (who came all the way in a Herald convertible, heard about the Rally in Connecticut, caught the last ferry, the last hotel room, the last registration and the last banquet tickets...)

Leyland Trophy

Best Prewar Car: 1930 Super Seven, Steve Rossi
Best Postwar Car: 1960 TR3A, Jane & Jack Nixon

STIR Trophy (Donated by Standard Register)

1960 TR3A, Jane & Jack Nixon



Triumph International Rally (continued)



At the Rally was a wonderful range of famous Triumph Cars, from a 1930 Super Seven Tourer (right) and a 1935 Gloria Southern Cross sports (left)—both with right hand steering—to the latest model a TR7 to USA specification.

THE RALLY AND CONCOURS DESCRIBED...

With a range of cars from a 1930 Triumph Super Seven to several TR6s, the second Standard-Triumph International Rally convened June 23-26th at Southampton, Long Island, New York, and was afterwards pronounced a thumping success.

"The only major doubt we had was the attendance," said Al Stryeski of Lansdale, Pennsylvania, president of the host chapter Delaware Valley Triumphs (DVT ran the meet by long-distance). "Due to a series of printing snafus, the pre-registration forms were released very late. The extreme easterly location, selected for proximity to JFK Airport in the event of a charter flight from England arriving, was a problem in maximizing attendance." Fortunately the word did get out, thanks in part to the *Triumph Newsletter*, and over 50 cars competed—a tribute to the zeal not only of the Vintage Triumph Register but of the Long Island Triumph Association, a chapter of TSOA. The latter turned out about eight cars, all TR4s, TR250s and TR6s, adding to the variety in the Concours. The display was held on the rear lawn of Henry Austin Clark Jr.'s Southampton residence—what Austie described as "a former rum runners' hotel which was indispensable in coping with Prohibition."

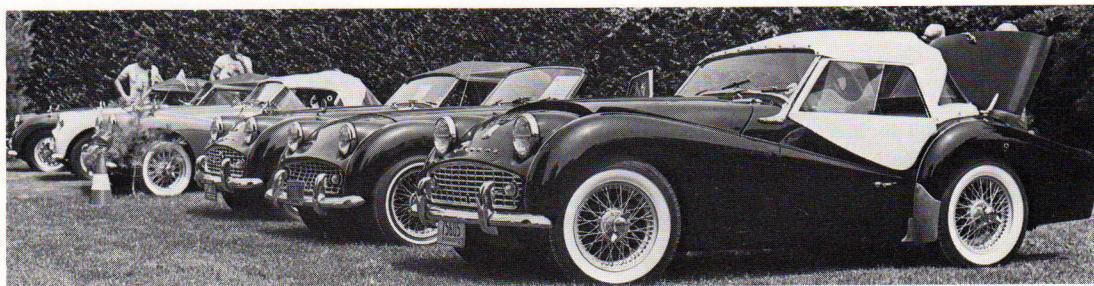
Altogether over 200 people attended some phase of the Rally, which spanned four days from Thursday through

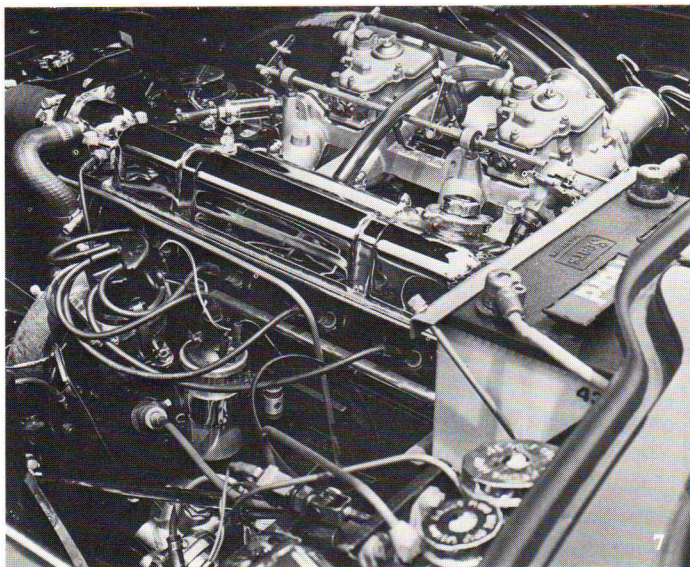
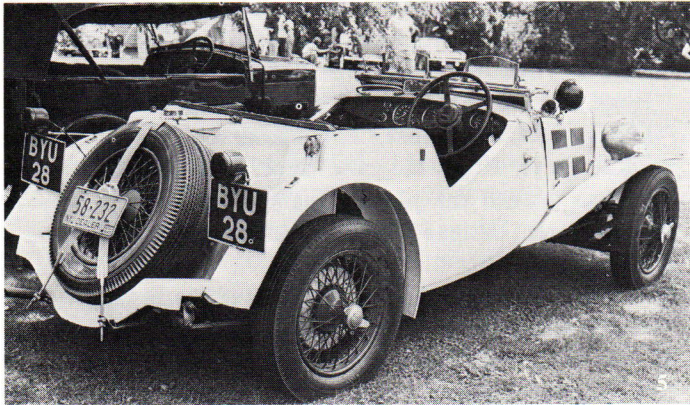
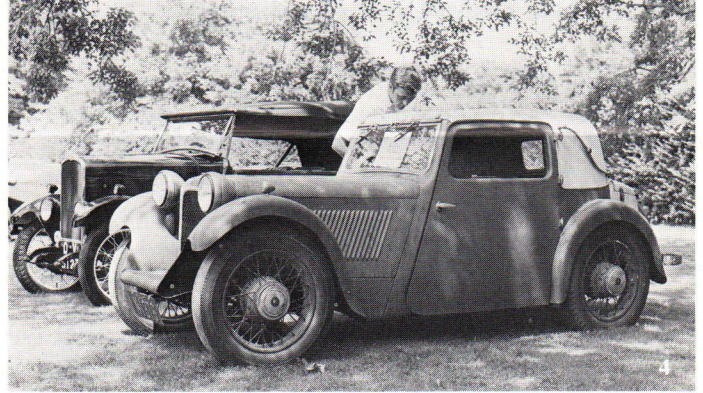
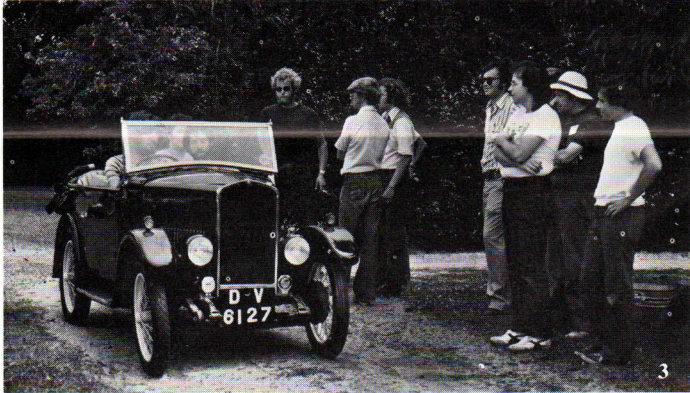
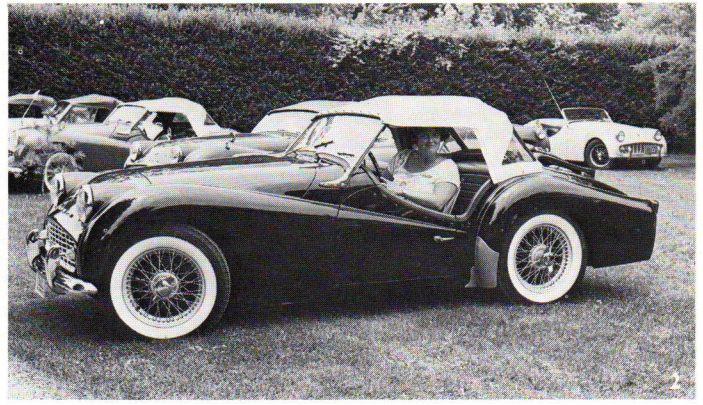
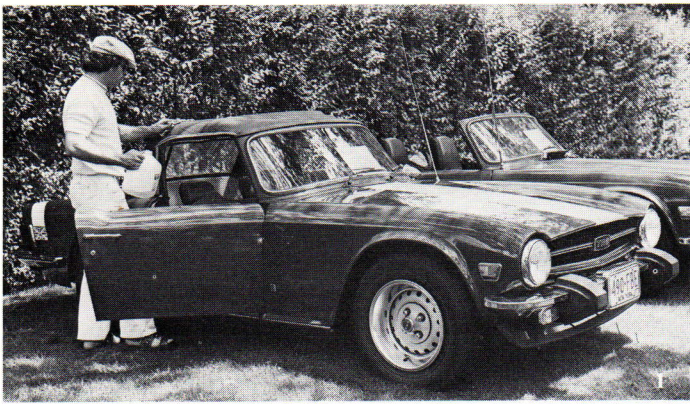
Sunday. Thursday was set aside for registrations, and guests began arriving at the headquarters Southampton Inn at noon. That night, the Vintage Triumph Register held a welcoming cocktail party, along with the attending British delegation: John R. Davy of Warwickshire, founder of the Standard Register and instigator of the first STIR; Eileen and Colin Roberts and son Mark, from South Wales, representing the Triumph Roadster Club.

Convention activities began in earnest early Friday morning as the group drove to Bridgehampton race circuit for informal laps, time trials and occasional dicing over this championship SCCA road course. "Bridgehampton was worth the whole trip all by itself," said Dave Chenoweth of Charleston, West Virginia, 700 miles away. "A track where a man can go flat out, really getting to know his car, is the answer to a dream." Chenoweth had restored his immaculate TR4A from a kid's hot rod; he scored the best recorded lap time with an average close to 80 mph.

After lunch the group moved to Austin Clark's Long Island Automotive Museum, where they were treated to free admission and ribald commentary by the proprietor, as he conducted them around the oldest auto museum still operating under the original management. Aside from the array of antique and classic Packard, Bugatti, Locomobile, Simplex and like marques, there was Austin's newest ac-

Line-up of a popular Concours class, made up of the wide-grilled TR3A and TR3B models. The Concours was held in the garden of Mr. and Mrs. Austin Clark Jr.'s Southampton home.





1. Another popular Concours class inevitably was for TR6, which ceased production in 1976.

2. Jane and Jack Nixon's superb 1963 TR3A not only won its Concours Class and the Leyland Trophy for Best Postwar Car, but also the 'STIR' Trophy for Best in Show—Truly a champion!

3. Steve Rossi's game little Super Seven, now 47 years old, was driven around three-up.

4. What was Al Morkunas' SSII coupe from 1931 doing at this event? With chassis and engine built by Standard (but body by SS Cars—later Jaguar) it fully qualified for the Standard Triumph International Rally.

5. Art Keniff's 1935 Southern Cross from Southold, N.Y. demonstrated such typical Thirties features as 'aero' screens, exterior fuel tank and twin spares. The fenders are non-standard.

6. Charlie Frick entered his rare 1965 Bond Equipe GT4S coupe (Triumph Herald based).

7. The glorious super-polished engine of Al and Rita Strycki's 1966 TR4A, with twin Weber carbs and plated valve cover.

Triumph International Rally (continued)

(Left) Jane Nixon, from Sudbury, Mass., receives three major awards for her 1963 TR3A from John Davy, who came over from England to represent the Standard Register, which he founded. (Right) International Rally instigator Dick Langworth awards the Leyland Trophy for Best Prewar Car to Steve Rossi from Detroit, owner of the 1930 Super Seven.



quisition—a Triumph Mayflower, now undergoing rejuvenation.

A crowd gathered when Clark cranked up the sports car America really loved first, the canary yellow Mercer Raceabout, for a series of rides to demonstrate what sporting motoring was all about back in 1912. First aboard was England's John Davy, who came back impressed: "I couldn't believe it," said this longtime Vintage Car Club member. "The Mercer runs up to 70 in no time, and the gearchange requires a straight-through motion, no double clutching." The pleasures of the Mercer gearbox, as easy to use as an all-synchro TR3B's, are at the moment being explained to many heretofore unknowing ears.

Treating Leather Seminar

Friday night was seminar time, and two instructive sessions were held. In the first, George Pavlisko of New Jersey introduced his choice as the best leather conditioner and softener on the market—Leatherique conditioning oil. George discussed techniques for interior restoration, leathers and vinyls, the pros and cons of silicones, and other Leatherique products such as crack filler and leather coating. George is unconnected with the company, but is an enthusiastic booster of the product, and will gladly supply information to anyone who sends a stamped addressed

envelope to him at 42 Riverview Drive, Piscataway, N.J. 08854.

The second seminar was held by Mike Wolf, who used fine drawings and color coded parts to explain the intricacies of TR front suspensions. Mike also answered questions from the floor, including a fearful one from Gordon Gallagher of Binghamton, New York, whose TR3A was troubled by "a strange clunking sound." Gordon returned home safely.

The Concours

At the Concours Saturday, the variety was good and the participants happy. Al Morkunas of Cranbury, N.J. brought his 1931 SSII to represent the Standard-based cars, and Charlie Frick of Philadelphia had his ultra-rare (in USA) Bond Equipe GT4S. Art Kenniff brought a lovely 1935 Gloria Southern Cross, Tim Burns a real fuel injection TR5, Steve Rossi the cute Super Seven tourer. Randy Mason headed the judging team, using VTR's new 400 point system designed to stress authenticity and instruct on weak points.

Thanks to the bright weather and the great hospitality of Wally and Austin Clark, it was a memorable day. At the awards banquet Saturday night, British Leyland's Andy Woods spoke humorously on the spares situation and John Davy ran a slide presentation on Standard and Triumph history. Sunday morning, Randy Mason conducted a business meeting after breakfast, following which the group dispersed, preparing for VTR's next major event, the Indianapolis Grand National on the last weekend of July.

Following the alternating pattern already laid down, STIR3 will convene again in England next year during September. VTR hopes to run a 10-day or two-week tour, modestly priced, with Triumph and non-automotive sights and visits and STIR3 as the central event. Tour information will be published both in *The Vintage Triumph* and the *Triumph Newsletter*.

The colorful STIR2 rally plaque, bearing crossed British and American flags, is available while supplies last for \$2 postpaid. Orders for plaques, and requests for information on the Vintage Triumph Register (welcoming all Triumphs 1968 and earlier), may be sent to STIR2, 20 Hart Avenue, Hopewell, N.J. 08525.

Richard M. Langworth



Officials of the meeting; (L to R) Austin Clark Jr., host to the Rally at Southampton, L.I.; Fred Horner, TSOA secretary; Randy Mason, president of the organising club The Vintage Triumph Register; Andy Woods, British Leyland national parts manager, who was a guest speaker; John Davy, formerly with Triumph in England, instigator of the first International Rally; Dick Langworth of VTR; and Mike Cook, public relations manager for British Leyland.

CLUB NEWS

TRIUMPH TR7 WINS CANADIAN RALLY

TRURO, Nova Scotia; Triumph TR7 rallyists John Buffum and Vicki (Triumph Newsletter, Jan.-Feb. 1977) made it three out of four with their victory in this past weekend's Nova Scotia Highlands performance rally. Ahead of them was the Lobster Rally in New Brunswick on July 30th which they also won, giving them a substantial points lead in the North American Rally championship. The Buffums' most recent other victories were in the Piston Les Wapitis in Quebec and the Sports Car Club of America's La Jornada Trabajosa in California.

In Nova Scotia, the Buffums' TR7 had a commanding three minute plus lead over the second place Toyota of Taisto Heinonen/Tom Burgess. A Datsun 200SX was third and another Toyota fourth.

John and Vicki will next run two events in Western Canada, the Mt. Trials in British Columbia, August 20th and the Rocky Mountain Rally in Alberta on the 27th. They are second in the Canadian Auto Sports Club series and success in these two rallies can put them ahead. Then it's on to Quebec for the World Championship Criterium du Quebec.

LETTERS TO THE EDITOR

Spitfire—The Best!

"I can't begin to tell you how much I enjoy the Triumph Spitfire I've recently purchased.

When I first started driving I had a Spitfire but unfortunately it was stolen or else I would still be driving it. Since that time I've had a Fiat, Porsche 914, Saab Sonnett III and Lotus Europa—and nothing but problems with them! So, one morning I got up and said, maybe it's time for a good old American car but they're just not my style. And then I remembered how dependable, comfortable and easy to handle Spitfires are and I bought one that day! I still own two Lotus Europas and the Spitfire but I have to say that I haven't driven either Lotus since I've had the Spitfire. In fact I'm going to sell the Lotuses cause I know that Triumph's are dependable.

I just thought you may like to know there's one Triumph driver who can honestly say this is the best car I've had in years!"

—Jackie Gena, Chicago, Ill.

CLASSIFIED

WANTED

TR3 A or B. Must be mint, clean and original. Will pay appropriate price. Be prepared for careful scrutiny if you want to sell. Contact Bob Tullius, Group 44, Inc., 308 Victory Drive, Herndon, Va. 22070 (703) 437-4144.

TR6. Will pay up to \$500 for a car. Condition unimportant as long as it is towable. David Helwig, 502 Elsmere Street, Wilmington, Delaware 19804 (302) 655-0051.

TR-6 Factory Hardtop and Fittings. Please send price to R. L. Piers, Box 604, Columbus, Indiana or call (812) 372-8823.

FOR SALE

1975 Spitfire. Very clean, maintained at British Leyland. Pimento/black. AM/FM, tonneau, snow tires mounted on wheels. 21,000 miles, \$2,995. Hardtop available, \$200 extra, firm. Carol Cook, 15 Birch Rd., Bloomingdale, N.J. 07403 (201) 838-7734.

1955 Triumph TR-2, Commission #4898, Red, RHD, New Starter, Wiring Harness, Front end parts, Disc wheel with hub caps, very good mechanical condition. Needs interior kit, top, cosmetics. \$1,100.

And 1954 Triumph TR-2, Commission #3310. Rare high door model, LHD, overdrive, wire wheels, new exhaust system, brakes, spare TR-3 engine. Good running condition. Needs interior kit, cosmetics. \$725.

Charles & Mary Baltronis, Windsor Locks, Conn. (203) 623-0484. After 5 P.M.

Spitfire MKIV-1972. Custom Interior. Custom Painted Exterior. New Top. Excellent Condition. No Rust. Tonneau Cover. Asking \$2,800. Contact: Richard Rudin, 15106 Susanna, Livonia, Michigan 48154 (Detroit Suburb) (313) 464-2066.

1966-67 Triumph Spitfire—autocross prepared: Rebuilt engine; Front & Rear Suspensions; Roll Bar; New Paint Job; New Tires. Have all parts to return it streetable. Many used and new parts included, too numerous to mention. Contact D. L. Kowalski, 305 Eastern Dr., Lower Burrell, Penna. 15068 (412) 339-2575.

1969 TR6 parts for sale: Transmission, \$50; rear half shafts, \$25 each; front sway-bar, \$15; rear springs, \$15 each; flywheel, \$15; center console, \$10; exhaust manifold, \$15. Will sell outright, or trade for right door. Eric Drentwett, 33-04 171 Street, Flushing, N.Y. 11358 (212) LE9-3543.

TR6 tonneau cover. New, \$25. TR6 wheels (2) \$10 each. Call Thomas Lynch, Box 207, Wading River, N.Y. 11792 (516) 671-0792.

1965 TR4 right and left rear fenders, hood, trunk lid and doors. All fair condition. Complete IRS suspension and front disc brakes. Willing to accept trade for a complete running TR4A engine or sell all. S. Ginter, 835 W. Cedar St., Allentown, Pa. 18102 (215) 434-0610.

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
TR-4/TR-4A Competition Preparation Manual	\$3.00
SPITFIRE 1500 Competition Preparation Manual	\$3.00
TR-250/TR-6 Competition Preparation Manual	\$3.00
GT-6+ Competition Preparation Manual	\$3.00
Competition Parts list (Specify model)	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount—1 Dozen)	\$10.00
Official Triumph Jacket Emblem	\$.50
Triumph Sports Car Champions Jacket Emblem	\$1.00
British Leyland Competition Stickers, Mylar	2 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 TRIUMPH NEWSLETTER—for Triumph enthusiasts

EDITOR: JOHN F. DUGDALE

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We shall be pleased to consider for publication any reports, photos and results of newsworthy Triumph events submitted by readers. Original articles, illustrations and technical notes will be paid for at our current rates. Six issues are published each year, bi-monthly.

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