



# TRIOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

VOL. 13, NO. 6

JUNE 1967

## CORSA NOSTRA TAKES OVER WISCONSIN TRIOA!

### "FOOLS FOLLY AFFAIR"

or

### The Spies That Came in From the Cold

by AL MATTACOTTI

*Wisconsin Triumph Sports Owners Association*

One of WTSOA's contributions to the Milwaukee area rally scene is the annual "Fools Folly" gimmick rally, now in its sixth consecutive year. The event is held on the Sunday closest to April 1st and is always well attended. This year it was held April 2nd and, although the weather was cold and rainy, 90 cars turned out.

The rally had been advertised as the "Fools Folly Affair" and had a secret agent theme. The cars were numbered 001 through 0090 and many of the instructions were written in code. Several of the rally teams added color to the event by costuming themselves and their cars in keeping with the spy theme.

My navigator and I started planning for our role as counter-spies several months prior to the rally, and were joined by six others. Two teams were formed. We were Team KAOS, and the others, all rallying in Corvair Corsas, dubbed themselves the Corsa Nostra. We accumulated an arsenal of dime store guns for ourselves and decked the cars out with fake machine guns, insignias, and Zurich license plates.

During the rally, team members tried with varying degrees of success to parry the moves of the "Fools Folly Affair" rallymaster and his agents. We were often out-foxed, but we had our share of success, too. Several encounters with the "enemy" were made at border controls. Documents were scrutinized, and if proper identification was given, information was passed that shed light on some part of the puzzle.

It was at one of these border controls that we discovered that certain FFA agents were "doubles" wearing "WSTOA" badges instead of "WTSOA" badges. Information gleaned from them was supposed to be ignored. All too often it wasn't. Of the 90 cars entered, 85 missed the best gimmick of the day, which was found only if you ignored the instructions of the first "double agents" encountered and correctly interpreted the instruction farther on to "get personal".

It meant the personal column of the April 1, 1967 Milwaukee Journal, which we had been instructed to bring along as

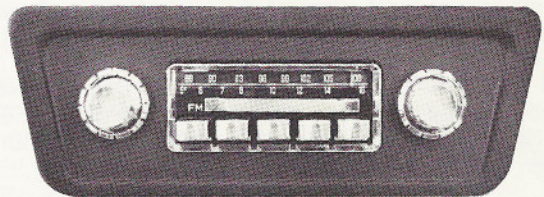
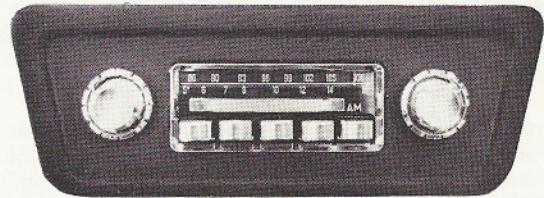
part of our rally equipment. There was found the instruction for "all secret agents to contact Agent Schwai in Cedar Creek". George Schwai, owner of a grocery store and bar there, was host to a checkpoint which gave out Hershey bars with the next route instruction hidden inside their wrappers. I understand, being one of the 85, that the townspeople thoroughly enjoyed the gag. It's too bad more of the contestants didn't.

The rally used many other unorthodox quirks, all of them brain-teasers. Many rallyists found themselves hopelessly ensnared somewhere along the route and were forced to return to the finish without the answer they had been looking for.

The biggest thrill for those of us who costumed ourselves and our cars came at the finish when we were approached by many people and asked if we had really been out there competing or were we officials? We smiled and said nothing, as befitted good spies who had come in from the cold. Our efforts paid off in hardware, as KAOS and Corsa Nostra teams took 1st, 2nd, 3rd and 6th places. WTSOA promises to be back in 1968 with another top-notch puzzle, and our advice to the wise is: stay out of the cold.

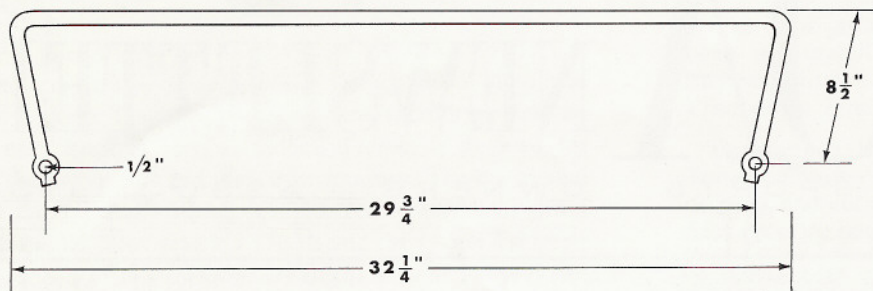
**For information about W.T.S.O.A. Contact: Mr. A. R. Holum, 4020 North Stowell Ave., Shorewood, Wisconsin 53211**

### WHAT'S DIFFERENT?



**Much easier than a rally clue. Look sharp and you'll see that this is Triumph's new Bendix AM-FM radio. Now available for TR-4A, Spitfire Mk3 and GT-6, \$99.95.**

# REAR ANTI-ROLL BAR (RACING SPECIFICATION)



TR 4A ANTI-ROLL BAR—REAR	
MATERIAL — 6150 OR 5524 STEEL	
9/16" OR 5/8" DIAMETER	
R. W. KASTNER	'67
DIAGRAM NOT DRAWN TO SCALE	

Installation of this rear anti-roll bar will induce oversteer and is recommended if the balance of the suspension system has been attended to as described in the competition preparation manual. It is of particular advantage if the car is fitted with the non-slip differential unit as the anti-roll bar will negate the understeer that is normally produced when the non-slip unit is fitted. Increasing the diameter of the roll bar or shortening of the leg length of the roll bar will increase the amount of oversteer. Start with a 9/16-inch bar and only fit a larger diameter if it is found that excessive understeer is present. Fitting of front and rear anti-roll bars will tend to reduce the body roll considerably which is desirable if the steering stays at a near neutral condition. Oversteer can be corrected by fitting a front anti-roll bar, or, if one is already fitted, increasing the diameter of the front bar.

Make up two brackets of mild steel 3/16-inch x 1 1/2-inch x 3-inch to hold the roll bar to the frame. These brackets will be bent to 90-degrees with each leg measuring 1 1/2-inch long. Drill one leg of the bracket for the special cage bracket No. 121793. These cage brackets are used in the normal front sway bar kit and hold the rubber bushing block in place. Purchase two of the cage brackets. Purchase two of the rubber bushing blocks No. 121791, Slide the rubber over the sway bar and push on the cage bracket. Bolt up the steel 90-degree angle brackets previously made up.

Make up or purchase two steel washers 2 1/4-inch diameter with a 3/8-inch center hole and 3/32-inch or 1/8-inch thick. Make up or purchase two washers 1 1/2-inch diameter with a 3/8-inch center hole and 3/32-inch or 1/8-inch thick. Weld the smaller washer to the larger with the center holes in alignment. You will need one of these assemblies for each side.

From 1/8-inch steel stock make up two brackets bent at 90-degrees which are 1 1/2-inch wide, one leg being 2 1/4-inch long and the other leg being 1 3/4-inch long. Drill a 3/8-inch hole in the long leg 1-inch from the end. Drill a 7/16-inch hole 1/2-inch from the end of the short leg. These brackets will hold the sway bar link to the bottom of the trailing arms.

Slide the welded washer assembly through the rear coil spring and into the cast hole in the trailing arm which is directly under the spring. Slide a 3/8-inch bolt through the center hole of the washer, fit up the steel bracket with the odd length legs to the bottom of the control arm and tighten up tight. The short leg should be towards the inside of the control arm and parallel to the drive shaft. Purchase two front anti-roll bar links No. 121797 and fit these to the brackets under the trailing arm. The link is fitted on the outside of the bracket. Fit up the sway bar to the links with all the rubber grommets and special washers. Tighten up fully.

With the vehicle on the ground in normal running condition, camber and especially weight, push the sway bar back up against the frame until brackets holding the rubber bushing and special cage are flush with the frame member.

See that the links are perpendicular to the ground then mark the frame so that the brackets can be removed and welded into place. After the welding, reinstall the sway bar onto the brackets and the job is completed.

## PARTS LIST

2	121793	Cage Brackets
2	121791	Rubber Bushing Block
2	121797	Roll Bar Links

## G-3 TYPE CAMSHAFT TR-3, TR-4, TR-4A

This latest camshaft is the result of many months of intensive dynamometer testing and has produced the desired increases only when fitted to a top condition engine. When ordering, specify part #532.

Fitting of the G-3 camshaft will be of no benefit if the remainder of the engine has not been carefully tended to as recommended in the competition preparation manual. The G-3 camshaft when properly installed will produce 8-11 B.H.P. over the "F" camshaft at the same revs. That is at the horsepower peak of 6000 R.P.M. There is a definite loss of horsepower at the lower revs. You can expect a loss of at least 6 B.H.P. at 4000 R.P.M. Therefore, it is not recommended that this camshaft be fitted for road use. The engine should be fully modified before installation. The minimum compression ratio is 11.7. The standard needle for this camshaft installation is R.F. with a richer needle being R.A. or R.B. and a lean needle being R.G.

The G-3 camshaft engine will not produce the increase in power over the "F" type if the engine is running too rich.

The timing diagram for the G-3 camshaft is as follows:

Inlet opens 51 degrees B.T.D.C.

Inlet closes 79 degrees A.B.D.C.

Exhaust opens 79 degrees B.B.D.C.

Exhaust closes 51 degrees A.T.D.C.

Duration: 310 degrees Lift at valve .499

Clearance for degreasing camshaft .011

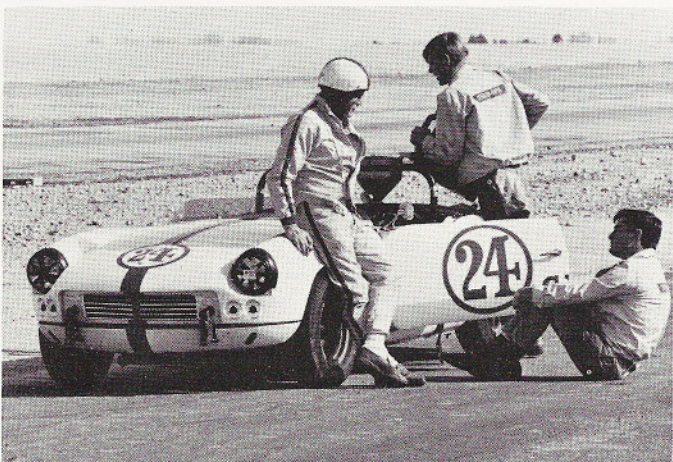
Rocker clearance for operating .016 HOT

In addition to the increase in power, the engine will tend to rev faster reducing the elapsed time in each gear and thus, the overall lap time.

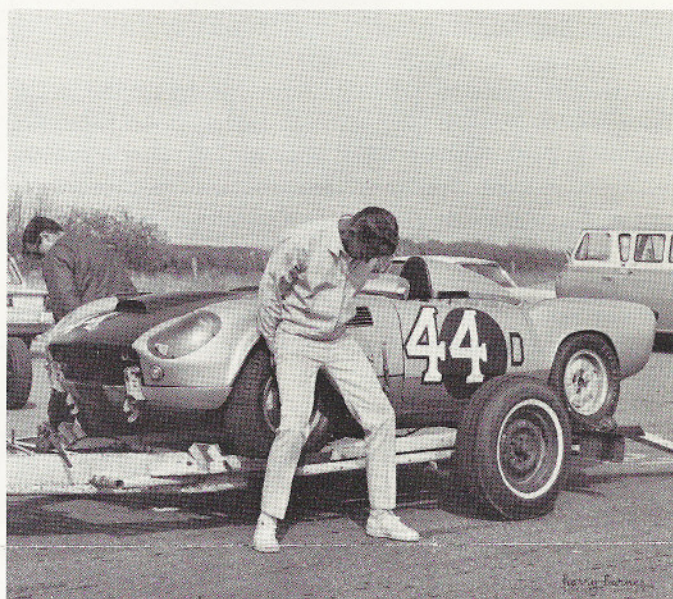
## PIX FROM HERE AND THERE



GT-6 owner, Bob Peckham, drives to Mars every day. That's the Mars Deep-Space Tracking Station in the background. Bob works for Bendix Field Engineering Corp., operating contractors.

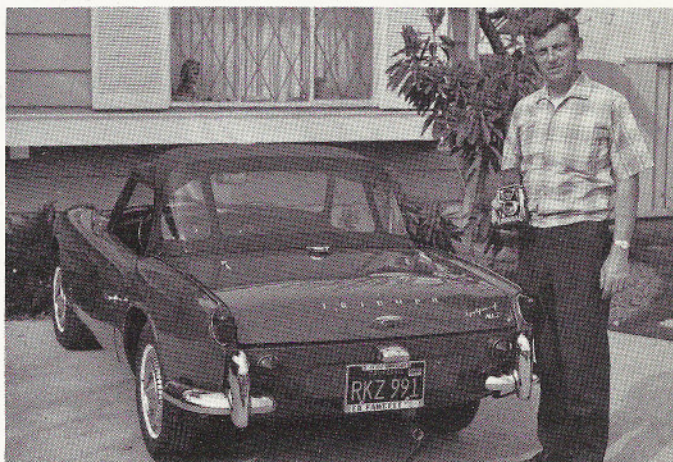


Ed Barker relaxes, Jim Coan decorates the pit lane, Jerry Baker works like crazy . . . occasion was performance tests at Willow Springs, California.



No, fellas . . . it can run by itself! Bob Avery and Jim Coan seem bent on picking their "baby" bodily off the trailer. Scene at Cotati with the GT-6 prototype D-Mod. car.

Photo by Harry Barnes (see below)



Photographer Harry Barnes keeps in practice for races by taking shots of his own Triumph . . . a very sanitary Spitfire. Thanks very much, Harry!

## SPITFIRE MK III DRAWS BIG PRESS

Leading auto writers across the country evidently like Triumph's new Spitfire Mark 3.

Newspapers from Boston to Long Beach, California, have reported introduction of the new sports car with banner headlines, two- and three-column stories and prominently spotted photos of the car.

Most newsmen have requested confirmation of test-drive appointments. Bruno Bornino, of the Cleveland Press, who thought enough of the Mark 3 to show two views of the car in his story, was one of the first to get on the books for a date. "It looks like a real performance model. I'm most anxious to drive it," Bruno said.

The Newark News' Bob Taylor, whose well-read road tests are all inclusive, 500-mile affairs, says, "This is the time of year when I do a lot of flying but I'll ground myself anytime you have a Mark 3 revved up and ready to go." (Bob is a newly-licensed pilot.)

Others who have reported on the new Triumph include: Jack Riley, *Boston Globe*; Paul Hayes, *Philadelphia Inquirer*; Tom Kleene, *Detroit Free Press*; Paul Masson, *Boston Record-American*; Bill Emery, *Long Beach Independent-Press-Telegram*; Howard Johnson, *Seattle Post-Intelligencer*; Dick De-Rosa, *Seattle Times*; Hugh Randolph, *Oakland Tribune*; Arnold Wechter, *Santa Cruz Sentinel*; Dave Farren, *Camden Courier-Post*; Walter Jaworski, *Hartford Times*; Herb Wilson, *Westchester Newspapers*; Ross Weeks, *Richmond News-Leader* and Stan Goldstein, *Glendale News-Press*.

## CLUB NEWS

Bernie DeSelm, President of the Triumph Sports Car Club of San Diego, is looking for new members. He writes that they have joined with the San Diego Council of Sports Car Clubs and co-ordinate their activities through them. The next event is a June Tralom which they are sponsoring for the benefit of a local charity. A second Tralom is planned for later in the summer to aid their own treasury. The big annual event is the TR Rally which is numbered to coincide with a Triumph model. This year it's TR-3B and they hope Triumph can stay ahead of them. If you are in the area and would like to write Bernie, drop a line to: P.O. Box 114, El Cajon, California 92020.

TOCEP (Triumph Owners Club of El Paso) has announced its election results:

Bob Bitchell ..... *President*  
 Larry Cole ..... *Vice President*  
 Barbara Cole ..... *Secretary*  
 Hildegard Jones ..... *Treasurer*

If you are new in the area and would like to join, write Barbara at 5706 Orlando, El Paso, Texas.

## CLASSIFIED

**FOR SALE** — For TR-4 — Black soft top, like new. Hardtop — Black — made in Canada. Front shocks — steering wheel, sun visors — 4 hub-caps. All above like new. Contact: John Borcom, 520 Brooklawn Ave., Roselle, N. J. Phone: (201) 241-2678 — after 7 P.M. weekdays.

**WANTED** — For 1967 Spitfire 1 factory hardtop, used — rear window and mounting parts. No color preference — only average condition \$75 — firm. Also, one used camber compensator for rear wheels of Spitfire. Contact: Mike Parker, 8 Cushing Ave., San Rafael, Calif. 94903. Call: (415) 479-2320.

**FOR SALE** — Complete set of wire wheels, hub extensions, etc., to convert your disc-wheeled TR-3 or TR-4. Good white walls on wheels . . . \$50.00. Custom tunnel-mount TR-3 radio, TR-3 luggage rack . . . \$20.00. The lot for \$65. Contact: Mike Cook, c/o TSOA, Box 3273, Grand Central Sta., New York, N. Y. 10017.

**FOR SALE** — New Triumph parts from former dealer's stock. Good assortment of front-end, trans., elect., some engine & rear parts. Also, Jaguar and BMC parts. Call: Don Freeman (301) 424-5745 or 949-3863.

**FOR SALE** — Roll-Bar for Spitfire; bolts directly in place, \$25.00. Contact: Wayne Williams, Rt. 1, Box 77, Hanover, Md. 21076. Phone: (301) 761-6606.

**FOR SALE** — TR-3 black side curtains almost new — \$30; 1991cc piston, pins, liners, 50,000 miles, in good shape — \$40. Contact: Tom Staley, Box 208, Gaithersburg, Md., Phone: (301) 253-2572.

**FOR SALE** — 1967 Triumph — TR-4A, Dark Green with White Top; Walnut Dash & Steering Wheel Windshield washers & 2-speed wipers; Heater & Defrosters; Radio; Wire Wheels; Michelin "X" Tires; Abarth Exhaust; 8,000 miles — \$2,661.00. Contact: Rich Kowalski, 1639 Marion-Waldo Rd., Lt. 66, Marion, Ohio 73302.

**FOR SALE** — Luggage rack for TR-4 or TR-4A. Less than 2 months old — \$20, which is half of list price. Contact: Richard Brick, 440 E. 81st Street, New York, New York 10028. Phone: (212) 861-0414.

**FOR SALE** — 2 — 1960 TR-3A's — one with about 8,000 miles on 2.2 Hepolite kit. Both cars run very well and have no rust or dents. Lots of mechanical parts — used engines, trans, 4:11 and 3:7 rear ends and all other lesser mechanical parts. Also small grill, TR-3 front apron and selection of doors, hoods, fenders, trunk lids, and all other sections of TR-3 body. Wide assortment of TR — 10 parts (used) (both mechanical and body parts). 10" Alfin Drums — new — still in crate \$80. Interested in TR-3 or Spitfire competition parts. Contact: Garry M. Ford, RD 4, Waynesboro, Pa. 17268. Phone: (717) 794-2669.

## NEW DEALER TO TAKE CARE OF YOU-ALL IN BIRMINGHAM

The large group of Triumph dealers serving the South has been augmented by a new outlet in Birmingham, Ala. Tommy Charles Imported Cars held its Grand Opening for Triumph in June.

Featuring a large selection of new and used Triumphs, Tommy Charles is known for service and has a large stock of parts and accessories as well. You folks down in Birmingham drop in, hear?



Tommy Charles Imported Cars, located at 421 S. 21st St., Birmingham, Ala.

## 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

"Please Don't Dent Me" Cards . . . . . \$1.00/100

Local TSOA Club "Calling Cards" . . . . . FREE

List of Triumph Dealers and Distributors . . . . . FREE

STAA Badge . . . . . \$1.50

Replacement TSOA Badge . . . . . \$1.00

Standard Triumph Review Subscription . . . . . \$2.50/year

TR-4, TR-4A Competition Preparation Booklet . . . . . \$2.00

SPITFIRE Competition Preparation Booklet . . . . . \$2.00

JACKET EMBLEM . . . . . \$10.00

(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, Box 3273, Grand Central Station, New York, N. Y. 10017. 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.