



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

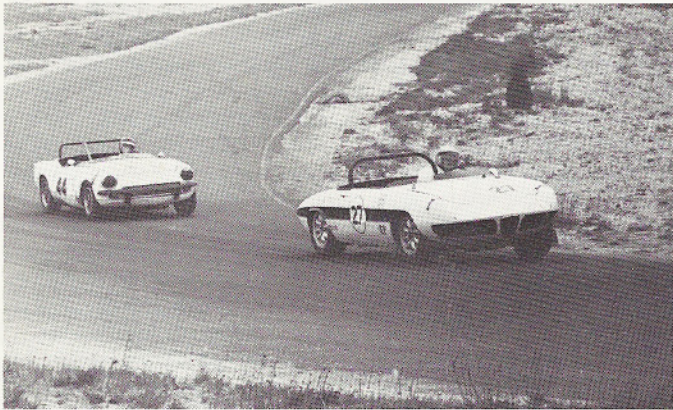
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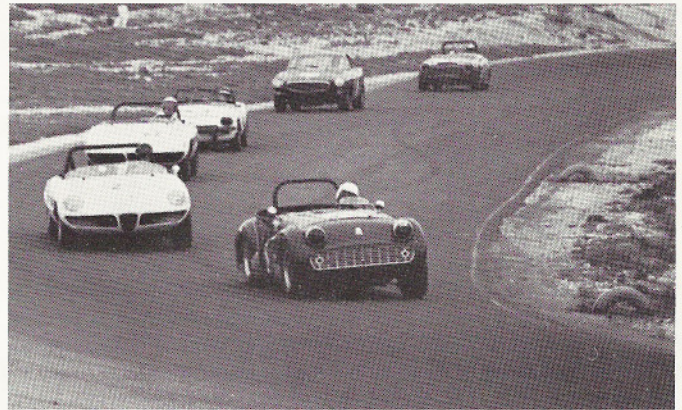
JUNE, 1968

MK 3 SPITFIRE STARS COAST TO COAST

This story is a general racing report but, you'll see that in almost every event covered, the Mk 3 won its class. This new Spitfire is not only competitive but reliable as well. For the low-down on how well it is doing in the hands of drivers all across the country, check out the following.



Only A Few CC Difference: The Mk 3 Spitfire, despite only a small displacement change, is very fast in FP this year. At Bridgehampton, FP winner Brian Fuerstenau dogged the EP Alfas for the entire race, coming very close to an overall win despite a big horsepower/displacement penalty.



TR-3 Still EP Leader: The Bridgehampton SCCA Nationals saw some great racing in the E and F Production categories. In the combined event, Bob Krokus led for several laps only to spin and eventually finish 3rd. In EP the Afa Romeo Duetto appears to be the car to beat in '68.

TRIUMPH DOMINATES RACES AT CUMBERLAND NATIONALS

In the second straight Northeast Divisional race at Cumberland, Md., Triumph went on a winning rampage — scoring victories in four of the five races entered. But for a peculiar piece of racing luck it could have been five-for-five.

Veteran Triumph driver Bob Tullius of Falls Church, Va., led the assault with his 3rd straight C Production win in the recently introduced Triumph TR-250. Bob was able to best both Bob Sharp, in his potent Datsun 2000 and Bruce Jennings in a Porsche Carrera.

In the D Production contest it was all Triumph with TR-4A's running 1-2-3-4. Richmond, Va., lead foot Dick Staples led the Triumph parade to the checkered flag with 3 more Triumphs right behind him. Second was John Kelly of Washington, D. C., 3rd was Buzz Marcus of Glenside, Pa., and 4th was Jim Taylor of Washington, D. C.

In E Production, consistent Bob Krokus of Falls Church, Va., was the winner in his immaculately prepared Triumph

TR-3. The win gives Krokus the points leadership in the NE Division.

Brian Fuerstenau of Falls, Church, Va., was the winner in the very exciting F Production contest. Fuerstenau, who holds an earlier National Championship was pitted against Bob Sharp, current National Champion in F Production, and Jerry Truitt, current National Champ in G Production but driving an F car in this race. Fuerstenau overcame a pouring rain to score a decisive win in his Triumph Mk III Spitfire and the 4th win for Triumph for the Cumberland weekend.

Mike Downs could have been the 5th Triumph winner of the weekend but for a bit of bad luck. Mike was competing in the Gp contest in his Triumph Spitfire Mk II. A poor start saw him drop well back into the pack in the earlier stages of the race. Recovering nicely, he proceeded to pass the front runners and take the lead. The race was being run in a pouring rain and on the start-finish straight, while leading, Downs tried to wipe mud from his visor. The car struck a bump and his hand knocked off the visor from his helmet. Driving the rest of the race in the down-pour without a visor was too much for the game Triumph driver and he fell to second at the checkered flag.

(Continued on page 2)

TRIUMPH SPITFIRE MK IIIs MOP CLASS F COMPETITION TWICE

The new 1300 cc Triumph Spitfire Mk III is rapidly proving that it is the car to beat in the highly competitive Class F Production SCCA road racing competition.

At the Continental Divide Raceways near Denver, Colorado Arizonaian Dick Carbajal waged an all out war with a Datsun 1600 and an MG Midget and came out on top in what was the first appearance of his new Spitfire. The immaculately prepared Spitfire grabbed the lead about one-quarter of the way into the race and held off the challenge of his rivals to take the checkered flag.

In the debut National race of the New Thompson, Connecticut Speedways, Brian Fuerstenau of Falls Church, Virginia driving a Mk III Spitfire, tangled once again with arch rivals Bob Sharp in his Datsun 1600 and Jerry Truitt in the 1275 Midget. Our reporter on the scene describes the action as one of the most exciting races in many a day as the trio swapped the lead at least a couple of times a lap. When the checkered flag came out it was Fuerstenau in the lead for another win for the F Production Spitfire.

FUERSTENAU, MARCUS LEAD TRIUMPH ASSAULT AT BRIDGEHAMPTON NATIONALS

Buzz Marcus, Glenside, Pennsylvania Triumph dealer, returned to his trusty TR-4A in grand fashion and grabbed a D Production win in the Bridgehampton USRRC National race preliminaries. Buzzy, a perennial Triumph winner, comes out of a self-proclaimed retirement to once more compete in the Northeast Divisional battles.

Brian Fuerstenau, Falls Church, Virginia, Triumph Spitfire pusher, once again did in the National Class Champion to grab the F Production win at Bridgehampton. Fuerstenau's Spitfire Mark III, which he prepares as Group 44's chief mechanic, never missed a beat on his way to the checkered flag over the strong field.

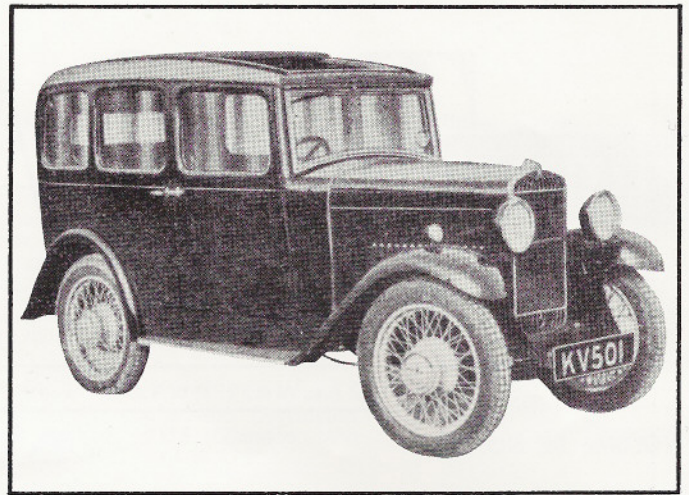
WILLIAMS BAGS KENT VICTORY

Jerry Williams of Corvallis, Oregon pushed his G Production Triumph Spitfire to a well deserved win in the Kent, Washington Nationals. Triumph teammate Jack Scoville, driving another Class G Triumph Spitfire had startled the crowd early in the race by challenging the E Production race leaders. A mechanical problem forced Scoville out of the contest and gave the win to Williams who had paced himself perfectly.

JERRY BARKER BLASTS HIS SPITFIRE TO IMPRESSIVE WIN

In 1967 it was Eddie (Pa) Barker who terrorized the G fields behind the wheel of the now famous No. 24, white Triumph Spitfire. 1968 has No. 24 still collecting checkered flags with great regularity—only this year it is son Jerry behind the wheel. Jerry, who just turned 21, the legal age for competition license, took over the car after his father's retirement, following the 1967 ARRC in Daytona.

Jerry's latest win was in the traditional Cal Club Memorial Day Weekend races, this year held at Willow Springs International Raceway. Jerry started on the pole and, from the drop of the green flag, it was adios for Barker as he proceeded to lap all the G cars in the 17 lap contest. On the way to the win, the Spitfire was credited with the fastest lap.



The Triumph Super Seven, 1927 vintage, was a typical "light car of the day. Yet, it had that extra something which made it the choice of enthusiastic drivers.

HINTS AND TIPS

The 1968 edition of the TSOA handbook is now being sent out to new members. Present supplies are not sufficient to enable them to be sold to old members as yet, but we'd like to give you a taste. Following is the TR-4/4A Hints and Tips section.

1. The source of the loudest rattle or squeak is frequently most difficult to find. This is generally because the sound cannot be pinpointed or even seems to come from a completely different part of the vehicle than its actual location. In the TR-4 and 4A, a loud squeak or vibration at idle or on bumpy roads may appear to come from the cowl area or the rear of the hood. In fact it is probably caused by loose or misaligned hood hinges which are, of course, at the front.

2. Another persistent vibrating squeak can be cured by adjusting the rubber bump stops at each rear corner of the hood so that they touch the hood when it is closed.

3. Windshield not being wiped properly? Remember that the wiper arm with the bend in it goes on the passenger's side.

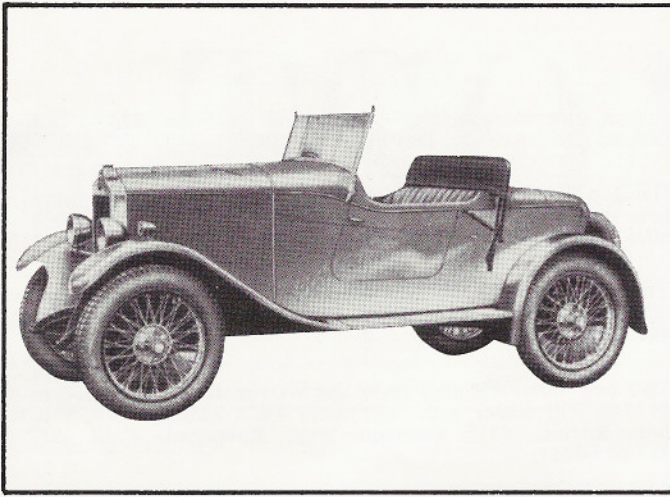
4. That persistent rattle from under the dash while the car is idling may be the metal flaps which direct the heat to cockpit floor or defroster vents. They work loose and vibrate against the ducts.

5. A chill breeze on your knees with the dash vent closed and the heater on indicates that the fresh air outlet duct is not properly lined up with the opening to the scuttle vent. Look under the dash and shift the duct to cover the opening. If the rubber doughnut gasket doesn't want to seal tight, help it out with some tape.

6. On the TR-4 with the cloth top which comes completely off, it is especially important, when removing the top, to take care with the small wire loops which hook on the upper portion of the windshield pillar. Not only are the loops fragile and only lightly attached to the top but the metal hooks on the pillars are fairly brittle and can crack off.

Another point on this is to always remember to fasten the elastic straps at each side according to the manual. If these straps are not tight, the top will not be taut over the upper edges of the side windows and will allow drafts.

7. Window rattles are generally easy to cure by removing the door upholstery and tightening and adjusting the channels in which the glass moves. However, if the glass shows much resistance to being wound up and down, *don't* wind it until you check inside the door. The glass may



The 1929 Standard Nine was another light car, slow and small. However, the custom bodymakers were active then as well and Gordon England built a handsome special boat-tail.

PS — TR-4/4A

have come out of the channel entirely in which case it could be broken from being force-wound.

8. Knee-room is at a premium for many people in both 4 and 4A. At the sacrifice of an inch or two of arm room, the best solution is to move the steering wheel *closer* to you. The wheel rises slightly as it moves out and allows more vertical knee clearance. Otherwise, install the option-wooden wheel which is an inch smaller in diameter.

9. A persistent smell of gasoline from under the hood on a Stromberg-equipped TR-4 may indicate leakage from a float chamber, usually caused by a punctured float.

10. You will save yourself some rattles from the trunk by securing the tool kit inside its strap, tightening the spare down in the well and wrapping the jack in cloth before placing it in the center of the spare. Make sure the forward edge of the well cover is inserted under the small metal lip at each side before snapping it down.

11. On the TR-4A IRS, you may be distressed by sundry clunks and bangs from the rear when the clutch is engaged. Some of this is unavoidable. There are two U-joint and a sliding spline in each rear axle. Add these to the normal U-joints and spline in the driveshaft, the clearances in the differential and possible loose backing plates, shock mounts, etc., and you can see that a certain small amount of play is normal. However, if the noise is persistent and loud, check the backing plates, splines and U-joints but pay particular attention to the flanges where the inner and outer axles join. Those four bolts are to be torqued to 100-105 lbs. according to the manual and if they are not tight you are virtually guaranteed to have a good solid "clunk" every time you accelerate. Loose wire wheels may be a cause. See page 32.

12. The top on the 4A should be raised and lowered exactly by the book. Don't attempt to fold it with the side snaps fastened or with the small flap clamped in the rear of the door. Either method will eventually pop a seam in the vertical portion to the rear of the window glass. When raising the top, don't lock the windshield latches until you have done up the side snaps . . . the snaps will fasten much more easily with the top fabric relaxed.

13. It is surprising how many owners do not realize that the scuttle vent must be open in order to get heat or ventilation to the feet. Your TR has a fresh air heating system and the heat will not flow strongly, even with the blower on, unless the vent is open. If you don't want heat or cold air, the dash control can be used to shut off the flow.

DRIVER PROFILE

Ed Barker

Ed Barker has been mentioned in this Newsletter more times than we can count, always as a winner. A Spitfire competitor for five seasons, he is now retired but the Spitfire carries on with Ed's son, Jerry, doing the driving.

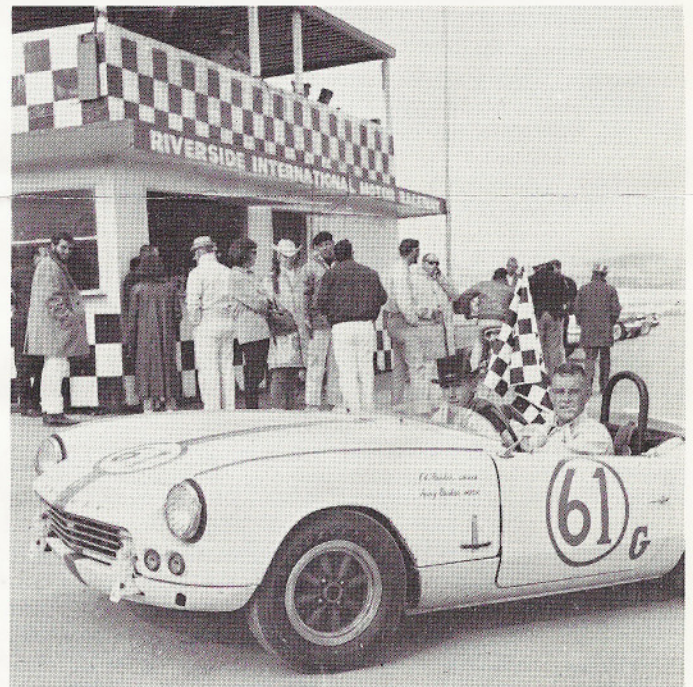
A long-time Southern California resident, Ed started driving in 1953 in an MG-TD. He continued with a TF MG, a Siata, a Porsche and, finally, the Spitfire. His sharply prepared car was a winner from the start, taking its first trophies in the fall of 1963. In 1964, he topped the GP list at the American Road Race of Champions, held at Riverside. Though he didn't make National Champion again, he reached the ARRC every year and was 2nd in 1967, his final racing year.

The best possible combination for amateur racing is to be a driver/mechanic and Ed certainly qualifies. He has always prepared his own cars and others as well. Beginning in his spare time, he found work so plentiful that he finally opened his own shop and, for three years, did nothing but prepare race cars and engines. Prior to that, he had been employed at Northrop since 1941 and he has rejoined them as Quality Control group chief in their Ventura, Calif., plant.

Honors on the track frequently lead to obligations in the organization and Ed has done his share for the SCCA. As chairman of the SCCA car classification committee he has been deeply involved in determining the basis for production car racing in this country. His experience on the administrative side goes back to 1957 when, as a member of the board of governors of the California Sports Car Club, he campaigned for more stringent safety rules and helped write the rules and regulations on which the national General Competition Rules are now based.

Ed's activities with the Spitfire have primarily been associated with R. W. Kastner's Triumph Competition Department. He drove a Triumph team Spitfire at Sebring

(Continued on page 4)



Barker and son — The 1964 ARRC at Riverside was a chilly affair everywhere but on the course. Here's Ed Barker just after winning the National Championship in GP with son Jerry beside him. Those positions may soon be reversed!

DRIVERS PROFILE

(Continued from page 3)

in 1965, the year of the big rain. During the course of one lap which lasted almost 16 minutes (in the dry it takes 4 minutes!) Ed passed the race-leading Chaparral **twice**. The TR team eventually finished 2nd and 3rd in class.

Why retire? "I think it's about time that I retired," Ed said in an interview for the Northrop News. "For the past several years, I've done the driving and my son, Jerry, has been my mechanic and pit man. Starting with 1968, we'll switch places. Jerry is 21 years old and has a great natural ability for sports car racing. He'll take over the driving and I'll work for him."

That's how it happened. Jerry Barker, in his first season of SCCA racing, has won every event he's finished and has bettered some of his dad's lap records. This doesn't bother Ed at all as far as we can tell . . . racing is a family operation with the Barkers. By the way, Ed is a grandfather. Jerry's wife, Donna, presented him with a baby boy about a year ago.

Finish one racing career. But, it's also the beginning of another. Best of luck to Ed and Jerry Barker and an unbroken record with that very fast Spitfire.

CLASSIFIED

ITEMS FOR SALE:

1967 TR-4A, immaculate condition, 9,700 original miles. Extras include IRS, wire wheels, Michelin X, AM-FM radio, heater, rear seat, wood wheel, fog and long-distance driving lights, back-up light, luggage rack and an incredible number of other items. Complete with installed Halda Speed Pilot and Halda Monte Carlo stop watch and brand new Abarth exhaust system. Investment totals \$4,258.39. Selling for \$4,000.00 even. Brian Heaton-Jones,

172 N. Hillside Ave., Chatham, New Jersey 07928. 201-635-4697.
1960 TR-3A, always garaged and treated with TLC. Equipped with hard and soft tops, tonneau, Michelin X, wire wheels, etc. Terry cloth seat covers on mint condition red leather. 21,200 actual miles. Best offer over \$1,250.00. Lack of time to care for the car is the sole reason for selling it. C. V. Lucas, Jr., P. O. Box 117, Hinton, V. Va. 25951.

1967 Spitfire Mk 2, red. Hard and soft tops, tonneau, radio, 5 extra tires and two studded winter tires. \$1,600.00. John Testa, Box 443, Honesdale, Pa. 18431. 717-253-2427, after 7 PM.

1960 TR-3, yellow/black. Radio, heater, tonneau, wire wheels. Best offer. J. Weckesser, 797 Boulevard, Bayonne, N. J. 07002.

AMCO wind wings, luggage rack, shop manual, pair of headlights, all for TR-3. \$5.00 each. John Becker, 2435 Birchwood Lane, Wilmette, Ill. 60091.

TR-4/4A shop manual, \$12.00. AMCO sun visors, green, \$18.00. Excellent condition. E. W. Huff, 7704 Gate Rd., Chestnut Hill, Pa. 19118.

TR-4 Engine, \$100.00, transmission, \$50.00, Rear axle ass'y \$50.00, fenders, \$10.00. Many other parts priced accordingly. Wendell A. Button, Chelsea, Vt. 05038. 802-645-4568.

TR-4 shop manual, \$5.50. A Albin, 11 Robert Lennox Dr., Northport, N. Y. 11768.

1965 TR-4 engine, 45,000 miles, regularly maintained, TR-3 mounting bracket and flywheel. \$150.00. Richard Bruenger, Box 367, Madison, Nebraska, 68748. 402-454-3447.

Canell adaptors and bar for converting any TR luggage rack to ski rack for two pairs skis and poles. Used once. Best offer. Want RAC badge. Richard Brick, 440 E. 81st St., New York, N. Y. 10028. 212-861-6464.

Judson supercharger for TR-3/4, good condition, \$75.00. Roger Gifford, 2035 Koehler, Dayton, Ohio 45414.

Hardtop for 62-65 TR-4. Made by Parrish Plastics. Grey herring-bone interior, good condition, in original carton. \$100.00 or best offer. Mike Salmon, 400 E. Logan, Moberly, Mo. 816-263-4430.

Tonneau cover for Mk 2 Spitfire. Used only once. \$35.00 or best offer. Jerry Stecewicz, 7715 E. Morrow Circle, Dearborn, Mich. 48126. 313-935-0383.

Two new Weber DCOE8 carbs and SAH manifolds for TR-3 or 4. \$175.00. Oil cooler with Derrington TR-4 adaptor, new, \$50.00. Bob Ritchie, 9355 Glendon Way, Rosemead, Calif. 91770 213-625-3611.

TR-3 Roll Bar. SCCA approved bolt-in type. Will fit any TR-3 but requires hole on floor for bolt-to-frame installation. Used one season, never tested. \$40.00 shipped freight collect. Mike Cook, 90 Seventh Ave., Westwood, N. J. 07675.

ITEMS WANTED:

Black TR-3 tonneau cover. Bethany K. Dumas, Box 1629, Fayetteville, Ark. 72701.

Hardtop for 1966 Spitfire, prefer original equipment. Also TR-3/4 jack. Karl Svensson, 4201 Delamar Ave., N.E. Albuquerque, New Mexico 87110.

Wanted at shirt-button price(?!), TR-2 1954-55 or TR-3 1956-57 in any condition whatsoever. Will tow away if need be. Brian Heaton-Jones, 172 N. Hillside Ave., Chatham, N. J. 07928. 201-635-4697.

Detachable hard-top (prefer black) for TR-4A. Also set mag wheels. B. T. Chamberlain, 215 Brace Rd., West Hartford, Conn. 06107.

Trailer, narrow enough for TR-3, wide enough for TR-4, light weight important. M. L. Cook, 90 Seventh Ave., Westwood, N. J. 07675.

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

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

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 \$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, 111 Galway Place, Teaneck, New Jersey 07666. 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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