



T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



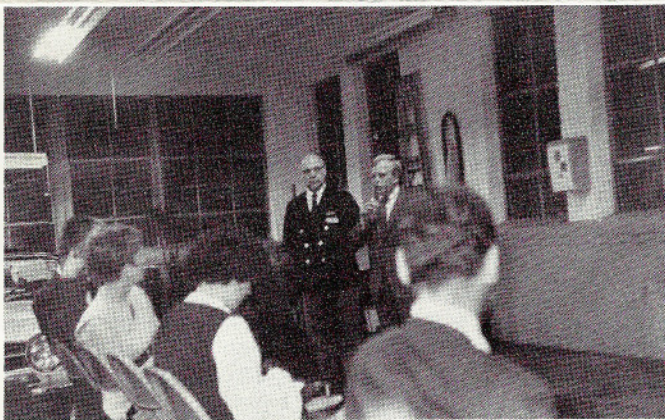
NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 6

JUNE, 1970

WISCONSIN MEMBERS ENJOY "TRIUMPH CLINIC"



Paul Mickelson (left), Leyland Motor Sales, and Gary Hawk of Wisconsin TSOA, conducting the question and answer period following Paul's presentation to the group. 50 members attended.



Gary Hawk conducted the door prize drawing. Prizes were donated by the host dealer, TOSA Imports, Milwaukee, Jim Blau, owner of TOSA, offered the use of his immaculate shop facilities and gained many friends.



Mr. Mickelson explains the fine points of the GT-6+ to some eager prospects.

On April 30th 1970, the Wisconsin Triumph Sports Owners Association held its first "Triumph Clinic" at Tosa Imports in Milwaukee.

More than 50 people attended; present and past members, guests and prospective members. On hand to welcome us was the owner of Tosa Imports, Mr. James Blau and on behalf of British Leyland Motor Sales, Mr. Paul Mickelson of the Central Zone.

After the regular business meeting, a film covering the Triumph factory efforts at Sebring 1963 was shown. Our host, in addition to providing an immaculate shop area, also had on hand four of Triumph's latest offerings, which served as an excellent backdrop to the evening's activities. The cars were given as careful a scrutinization as those in the Chicago Auto Show which was attended by the entire Triumph Club as a group in March of this year.

In appreciation of the efforts of Messrs. Blau and Mickelson, WTSOA bestowed honorary membership and presented them with plaques as mementos of the evening.

At future clinics the club has high hopes of securing the attendance of a representative of Triumph's Competition Department as a guest speaker.

The evening provided the Triumph Club with a new format for a meeting program and introduced both the Wisconsin TSOA and the latest Triumph models to many new people.

ATTENTION! PAST W.T.S.O.A. MEMBERS

The Wisconsin Triumph Sports Owners Association is planning a "Ten Year Reunion" in conjunction with its annual picnic. The picnic is planned for Saturday, August 22, 1970. We have initiated a mailing to all past members, but are lacking numerous current addresses. Please contact:

MR. GARY HAWK

1223 N. 116 St. • Milwaukee, Wisc. 53226 • Phone: 414 476-2251

SERVICE NOTES

Triumph Issues "Passport To Service"

New owners of 1970 Triumphs are receiving a new type of warranty registration and Service Voucher book. Shortly after he takes delivery, the new owner will receive in the mail an identity plate from British Leyland's central warranty registry. This plate will fit in a special pocket provided in the new "Passport To Service" voucher book and will provide instant identification, for warranty purposes, at any Triumph dealer.

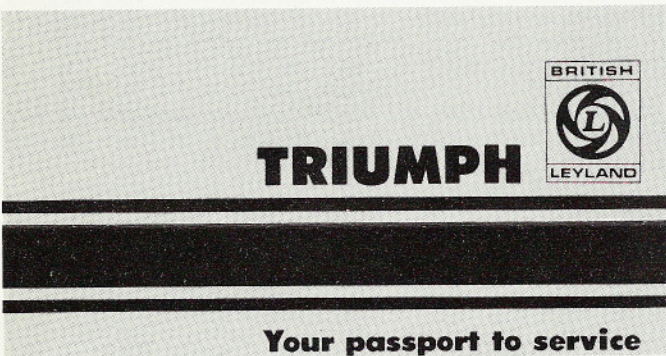
Owners who have received this new material are urged to carry it in the car at all times to insure that identification will be available if necessary. The British Leyland service department points out that the new system will assist recall campaigns and owner communication as well as identification.

It should be remembered that owners of '70s who did not receive the new book are still completely covered on the same terms by Triumph's warranty. The warranty on Triumph cars has been re-stated for 1970 and is reprinted below for your interest.

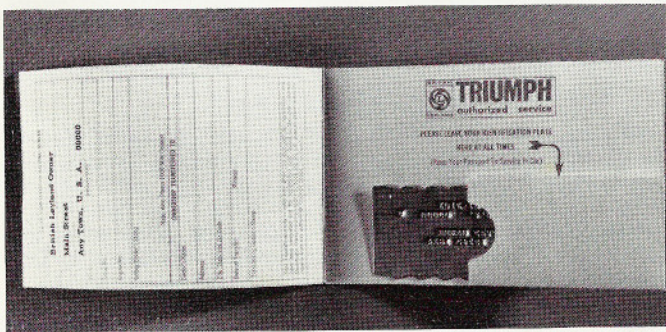
Warranty

WE GUARANTEE to the owner named in the Owner's Identification Plate that the TRIUMPH vehicle there described is FREE FROM DEFECTS IN MATERIAL OR WORKMANSHIP. Any parts (other than tires, which are warranted by the tire manufacturer) found defective will be repaired or replaced, WITHOUT COST, at the place of business of an authorized TRIUMPH dealer, within 12 months from the first retail delivery of the car, or until it has been driven 12,000 miles, whichever occurs first.

A condition is not a "defect" if it results from fire, accident, racing, misuse or neglect, failure to follow the



The new Triumph "Passport To Service" world-wide British Leyland warranty voucher booklet.



Owners of new 1970 TR's will receive an identification plate to be kept in the voucher booklet.

recommended Maintenance Service Schedules (see pp. 10 to 14), or the use of replacement parts not approved by us.

The Warranty does not cover those matters which are described below under "Owner's Responsibilities."

Our only promise is to remedy the "defect", and we are not responsible for inconvenience, lost time, loss of use of the vehicle, or consequential cost or damage.

THIS WARRANTY IS THE ONLY WARRANTY APPLICABLE TO THE VEHICLE, AND IS IN LIEU OF ALL EXPRESS OR IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY OR FITNESS, BY THE MANUFACTURER OF THE CAR OR BY US.

Owners Responsibilities

The Warranty explains to the Owner his rights if his car proves to have a "defect". There are many conditions which may develop or affect the performance of the car even in normal use but not involving any defect. These are the responsibility of the Owner, who is urged to attend to proper service in accordance with the Maintenance Service Schedules that follow. These services are best supplied through the TRIUMPH dealers, who provide adequate facilities, trained personnel and genuine approved parts. These dealers, besides being familiar with proper maintenance of your car, are kept informed of the latest technical information to improve its performance.

Deterioration of paint, metal and trim results even during ordinary wear and is not a defect. After the 1,000-mile inspection, some body noises may develop; locks and latches may need attention; other minor adjustments must be made. These are not considered defects, and their correction must be assumed by the Owner.

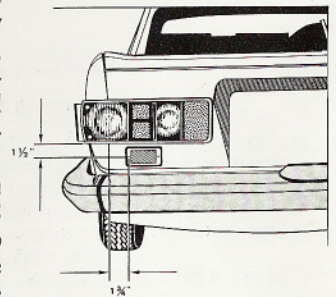
The following routine service procedures are always the Owner's responsibility even during the Warranty period:

Fuel system cleaning; chassis lubrication; wheel alignment, balancing and spoke tightening; engine tune-up; adjustment of headlamps; replacement of bulbs and fuses; inspecting brakes, rotating and cleaning brake pads; clutch adjustment; replacement of: brake and clutch linings, spark plugs, ignition points, condensers, oil, air and fuel filters, fan and pump belts, valve rocker cover gaskets.

TR-6 Reflector Recall Campaign

The tail light lenses fitted to all TR-6's were designed to meet current Motor Vehicle Safety standards and incorporate a "Class A" reflex reflector. Routine optical testing carried out in behalf of the supplier of these lenses has shown that some lamps may not meet the safety standards in effect January 1, 1970. Therefore, Triumph is asking owners of 1970 TR-6's in the number group listed below to return the car to their dealer for fitting of two small reflectors. These reflectors are fitted below the rear lamp assembly, above the bumper. The installation is simple and quick and will be performed at no charge.

Owners of TR-6's with serial numbers CC 50958 to CC 52453 are urged to bring their cars in to insure that they conform to the federal regulations involved.



Reflector location

RACING NEWS

TR-6s WIN AT KENT, CUMBERLAND SPORTS CAR RACES

Triumph TR-6 sports cars driven by Jim Dittmore (Palos Verdes Peninsula, Calif.) and Bob Tullius (Falls Church, Va.) won their respective national championship road races on successive weekends at Seattle International Raceway (SIR), Kent, Wash., May 25, and Cumberland Raceway, Md., May 17.

Both Dittmore and Tullius qualified on the pole position and posted wire-to-wire wins. Dittmore crossed the finish line at SIR a good 30 sec. ahead of his nearest competitor, Todd Webb's Porsche 911, to capture his first national win of the year. At Cumberland, Tullius also out-distanced his nearest rival, the Datsun 240Z of Bob Sharp (Wilton, Conn.) to capture his third victory of the season.

In the class F Production contest at Cumberland, John Kelly (Washington, D.C.) and Ken Slagle (Harrisburg, Pa.) finished one-two in their Spitfire Mk3s to place Triumph sports cars in the winner's circle for the second time during the day.

Taking second in the spirited D Production contest at SIR was the GT-6 Plus of Bill Pendleton (Eugene, Ore.).

Mid-America Raceway, St. Louis, Mo. — Sun., May 25: Gordon Smiley (Overland Park, Kans.) posted another wire-to-wire win in his G Production Spitfire Mk2 and lowered the existing lap record by a good three seconds in the process. In the class F Production race, Triumph Spitfire Mk3s driven by John Wilkinson (Denver, Colo.) and Dave McCullough (Dallas, Texas) finished second and third, respectively.

ALMOST . . . BUT NOT QUITE — LIME ROCK AND RIVERSIDE.

As the comedian says, "I've got some good news and some bad news". **First, the good news:**

At Lime Rock, Group 44 TR's held pole positions in C Production, D Production and F Production.

At Riverside, the Competition Department TR-6 was on the pole as was the GT-6+. Don Devendorf looked good in the E race with his GT-6 and Jerry Barker was lined up to continue his winning streak in the Mk3 Spitfire.

At Lime Rock, Bob Tullius got off to a first-lap lead over Bob Sharp's Datsun 240Z and then began having gearbox trouble which dropped him well back. Sorting this out, he began to gain on the red Datsun when Sharp was forced to retire, leaving Bob to cruise home a winner.

At Riverside, Jerry Barker won handily . . . he hasn't missed a win this year! In the CP race, Jim Dittmore took the lead halfway through the first lap and was consistently faster than the Datsuns and Porsche 914/6 until halfway through the race when his overdrive quit. He settled for a good second, behind Alan Johnson's Porsche, followed home by team-mate Lee Mueller in the second TR-6.

Now for the bad news:

Lime Rock race fans were treated to a combined D-E-F Production race, making for spectator excitement but driver frustration. Three classes in one race left Group 44 a little short of pit crew as well. Not only did they have Brian Fuerstenuau in the GT-6+ and John Kelly in the Mk3 Spitfire but their MGB, running E Production was also in the race. As it turned out, the pit crews weren't as busy as they might have been.

Continued on Page 4

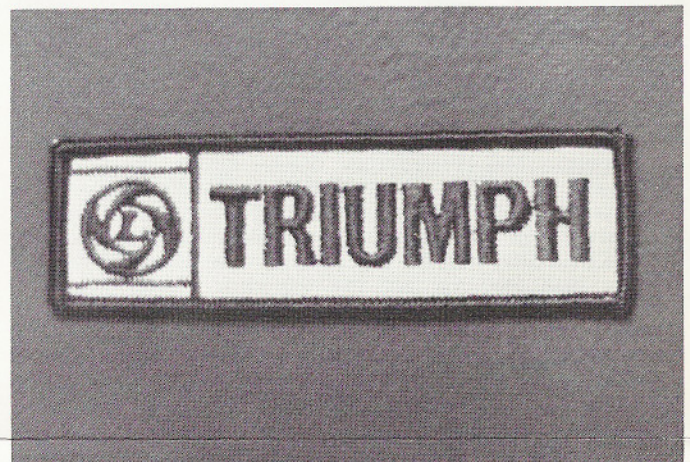
PATCHES 'N THINGS

We thought it might be time to remind you that TSOA offers some very attractive items for the Triumph enthusiast. For example, the official Triumph jacket, complete with emblem, is perfect for those slightly cool rally evenings or to ward off the breeze at the races. With the optional liner it becomes a cozy affair indeed, and don't think that some summer mornings aren't too cool for the liner!

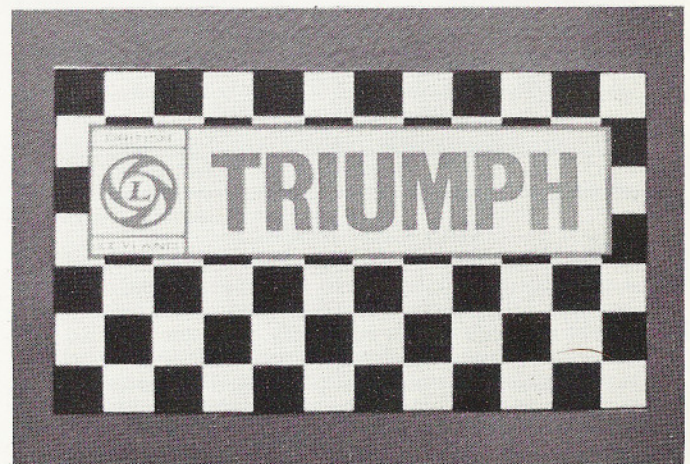
Some other items you may not have remembered are below.



Official TSOA jacket emblem, black, blue, and white. \$1.00 ea.



Triumph jacket patch (as supplied on official jacket). .50 ea.



Triumph competition stickers. Black, blue and white mylar. 3 for \$1

RACING

Continued from Page 3

At flag drop, the three Group cars shot ahead. All had pole position and the combined line-up put them one after the other. All were leading until the little green men began to wield their monkey wrenches.

First, Brian retired the GT-6+ on course with a broken fan belt. Shortly, smoke began pouring from under the hood of Truitt's MGB and he pulled into the pits for good, leaving Kelly to carry on. In just a few laps, Kelly was seen entering the pits as well . . . a blown head gasket had finished the Group for the day.

Left leading FP was the Spitfire Mk 3 of Mike Cook. With no competition threatening it looked like clear sailing until, late in the race, the Spitfire's clutch expired leaving Triumph's final hope parked on the grass off course.

At Riverside, Swanson led off DP in fine style, going like a train and staying handily ahead of John McComb's Datsun. All this lasted, unfortunately, only six laps at which point Carl retired with no clutch. Don McGaffee brought his red GT-6+ home a solid second but couldn't catch McComb. Don Devendorf's swing-axle GT-6, battled to the lead in EP but was forced out with overheating.

Races on the June 14-21 and 4th of July weekends should improve the averages a bit.

The following is from TRIUMPH TRACKER the Rochester group paper. It has us totally confused and awaiting the answer. Meanwhile, perhaps you can figure it out. Answer will be published in July.

"THE LOGICAL NAVIGATOR"

For those ace navigators who think they have a logical mind.

There are five houses in a row. The Englishman lives in the gray house. The man in the middle owns a TR-250. The German had 231 pts. on the snow blowers. The Frenchman drinks vodka martinis on the rocks with a twist of lemon. The Polish man lives in the first house. The man that drinks vodka martinis on the rocks with one olive lives next to the man that had 19 pts. on the snow blower. The one man who did not run the snow blower lives next to the man that drinks Harvey Wallbangers. Larry lives in a tree. The man that drinks Lime Rickeys had 4 pts. on the snow blower. The man that drinks Wood alcohol owns a TR-3. The green house is to the right of the ivory house. The man in the yellow house drinks vodka martinis on the rocks with one olive. The man in the green house owns a GT-6. The Polock lives next to the blue house. The Italian drives a TR-4.

INSTRUCTIONS: Each man of a different nationality, has one type of car. If he ran the snow blower he had one score and drinks one type of beverage.

QUESTION: Who drives a TR-6? Who had 5000 pts. on the snow blower?

GAS CAP RECALL

In the March issue of the Newsletter, we announced a recall campaign having to do with the magnetic gas caps fitted to TR-250, TR-6 and GT-6 models. Owner response to this recall has been slow and we once again urge members to get their cars in to have the gas cap magnets checked. The operation is simple and not time-consuming, involving a simple check on whether the magnet is firmly attached to the cap. If it is, no problem. If not, a new cap will be fitted.

CLASSIFIED

ITEMS FOR SALE:

1964 TR-4 — 50,000 miles, exc. engine & interior, new clutch, fiberglass h. t., extras. Needs bodywork. \$800. M. L. Gelfand, M.D., 246 W. Hudson Ave., Englewood, N. J. 201-569-5016.

1962 TR-4 Powder Blue. Autocross car fully set up for solo or track events. Set up suspension, 525-950 Bluestreak Sports Car Specials (Goodyears), 5 1/2 inch steel wheels, full roll bar, fully proffied engine, 4:3 rear, traction masters. Engine rebuilt and used only end 1969 season. Tilt bed trailer with brakes and fenders. Offers around \$2,000. Also MGB parts. Best offer. Albert Blanc, 613 Turner Drive, Belford, New Jersey 07718. 201-787-8284 anytime. Also, Bug-Eye Sprite — \$300.

Various parts from disassembled TR-2, TR-3 and 4 available including body, engine and running parts. Wire wheels, transmission, heaters and even a frame (TR-2). Specify your needs. Write or call Jim Freedman, 1640 Coral Gate Dr., Miami, Fla. 33145. 305-448-7416.

Wire wheels (5) from a 1969 GT-6+, good condition, includes hubs and adaptors, \$100 firm. Ed Ehnes, 6019 Naval Ave., Lanham, Md. 20801. 577-8927.

TR-250, 1968. Valencia blue, tan interior and black top. Michelin X, radio, disc wheels. Only 34,000 miles. Call Jack Coughlin, 201-327-8841 after 5:30.

One (1) 1965 TR-4 wheel with Michelin tire (spare & hardly used); 1 White tonneau — like new; one shop manual (new) with TR-4 supplement — best offer. John T. Rice, 707 E. Mariposa Way, Santa Maria, Calif. 93454.

Four each TR-3 (83 mm) cylinder liners — new, unused — Stanpart No. 105539 H grade \$68 value — \$55 postpaid. E. C. Morton, "Four Mile Run", Ticonderoga, New York 12883.

ITEMS WANTED:

For 1966 Spitfire. Owners and shop manuals. Might also take off your hands any spare parts and pieces you would like to get rid of. Try me. Bill Williams, 1818 East 60th St., Savannah, Ga. 31404.

Spitfire to use as rebuilding exercise. Interested in reworking the car and putting it in running shape. Also anxious to contact local club. Robert Cary, 16W 530th St., Clarendon Hills, Ill. 60574.

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.

EDITOR, MICHAEL L. COOK