



# T.S.O.A.

TRIUMPH SPORTS OWNERS ASSOCIATION



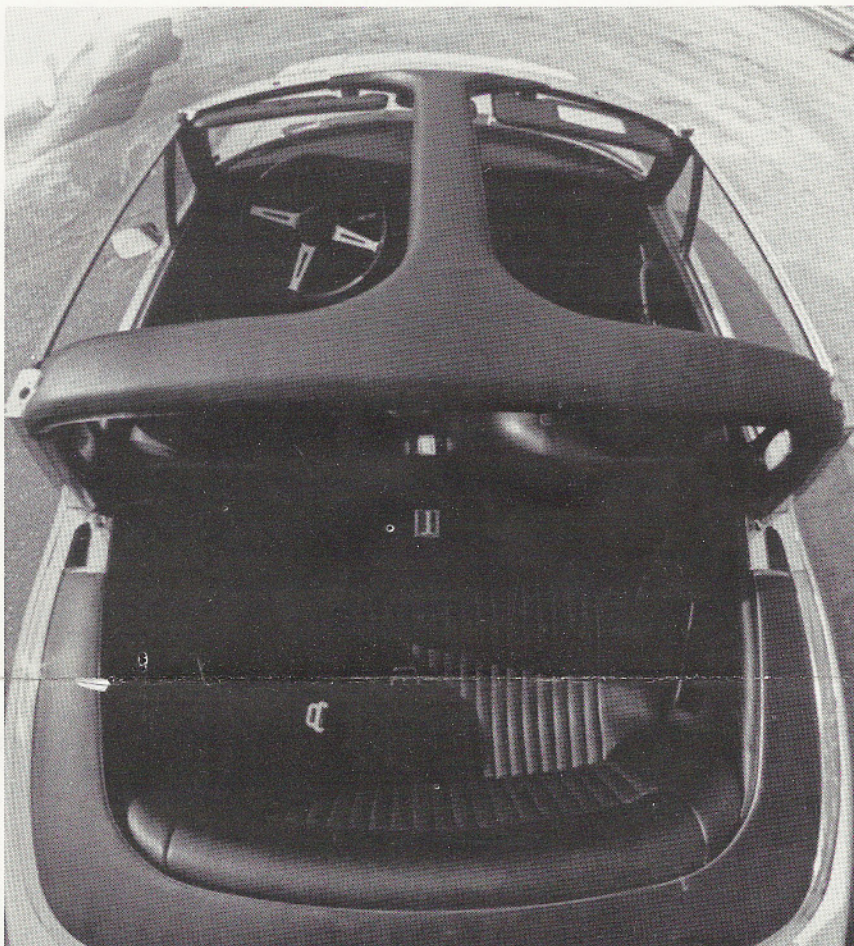
# NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 17, NUMBER 3

MARCH, 1971

## TRIUMPH STAG TO DEBUT



Specifically designed for occupant safety, the T-Bar is the most unique feature of the new Stag. Tied into the door pillars and windshield it serves to make the car's structure extremely rigid. Considering the increasing number of Federal standards for automotive safety, the T-Bar is a hint of things to come.

The Stag, Triumph's new four-seater sports grand touring car, will be covered in depth in the April Newsletter. Meanwhile, think about this list of standard equipment: Overhead cam V-8, all-independent suspension, integral T-Bar for occupant protection, electric windows, power steering, choice of standard shift, overdrive or automatic, power brakes, complete concealment of soft-top when folded, optional hardtop . . . etc., etc., etc., . . . this is some car!

### LOCAL CLUB NEWS

#### Welcome Back, Detroit!

The "Detroit Triumph Sportscar Club" is interested in rejoining T.S.O.A. For some reason years back, previous to my membership in the Club, we broke away from the T.S.O.A. We would like to be reinstated as the "Detroit Triumph Sportscar Club" at your earliest convenience.

Below is a list of officers for 1971:

- President . . . . . Jerry Zill
- Vice President . . . . . Bill Smith
- Secretary . . . . . Paulette Chesley
- Treasurer . . . . . Larry Lozo

Kindly send any pertinent information to:

Mr. Jerry Zill  
338 Woodlawn  
Royal Oak, Michigan 48067

The TRIUMPH SPORTS CAR CLUB of DELAWARE VALLEY — 1971 Officers:

- Tom Wadsworth . . . . . President
- Maurice Twilley  
1st Vice Pres. — Membership
- Jim Byrne  
2nd Vice Pres. — Competition
- Charles Woodson  
3rd Vice Pres. — Activities
- Rita Sloan . . . . . Secretary
- Marj. Twilley . . . . . Treasurer

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## LOCAL CLUB NEWS

Continued from Page 1

Our Club meets the first Wednesday of every month — 8:30 P.M.

Sheraton Penn Pike Motor Inn  
Route 309  
Fort Washington, Penna.

You do not have to own a Triumph (yet) to become a member. Guests are cordially invited to our meetings. New members are greatly welcomed. For more information, contact:

Maurice or Marjorie Twilley  
Newville Road  
Chalfont, M.R.#2, Penna. 18914  
215 822-9075

## RACE RESULTS

### SPITFIRE MARK IV WINS FIRST RACE

Lee Mueller won F production at the Riverside national February 14 in his initial outing in the '71 spitfire Mk IV. The new car promises to surpass the Mk III's excellent record.

Spitfire Mk III's finished first and second in Fp at Dallas International on February 14. Jim Ray set a new lap record winning E & F overall. Jim Speck was second in Fp.

### SPITFIRES VICTORIOUS AT PHOENIX

It was a clean sweep in F production and a victory in G for the Triumph Spitfires at Phoenix International Raceway, February 28. Past national champ Lee Mueller took his Spitfire Mark IV to its second win in a row and a new lap record. Jim Speck and John Howard were second and third in Mark III Spitfires. In Gp Tito D'Oporto took the winning checker in his Mark II Spitfire.

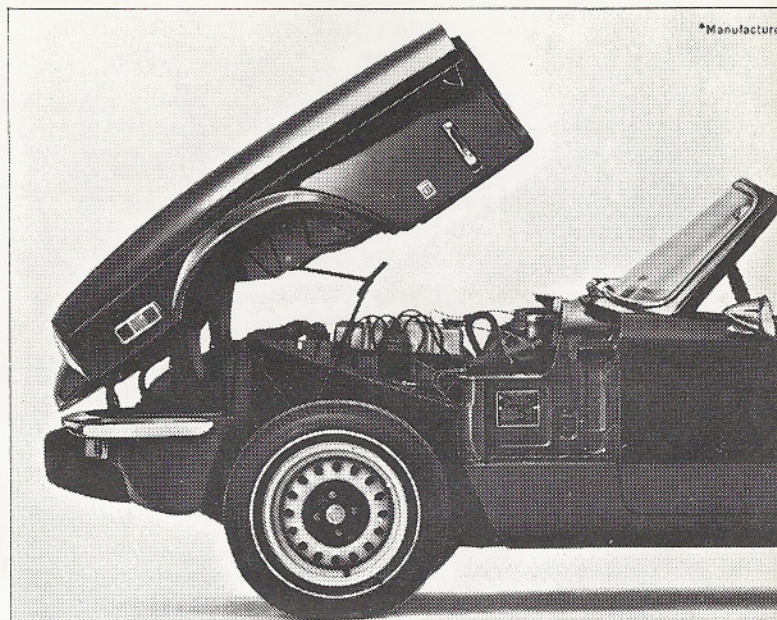
### Willow Springs National March 14.

After two crashes in the first two 1971 Nationals, Don Devendorf, 1970 EP Champ from Los Angeles, got the combination and won DP in a walk at Willow Springs. Don's GT-6 lead all the way for the win.

In the combined FP and GP event, Doug Brown, Torrance, Calif., lapped the entire field in taking the win in his Spitfire Mk 3. Not awed in the least by this, Marshall Meyer, Livermore, Calif., came on strong in his Mark 2 to win GP, finishing 2nd overall.

Spitfire champion Lee Mueller is very much in the competition parts business with all kinds of goodies for Triumphs and other cars. Aluminum flywheels, prepared head assemblies, velocity stacks, wheels, coolers . . . you name it. "Mother Mueller's Latest Catalog" can be ordered from:

Mueller Fabricators  
3160 Imperial Highway  
Lynwood, Calif. 90262



## Sports Car Club of call it a ch (Typical American

In the SCCA National Championships last year, the Mark III Spitfire took first, second and third in its class.

Champion indeed! That's what the English would call a bit of all right.

But we didn't rest on our laurels. We completely reworked the 1970 champion to make it work even better for 1971. On our new Mark IV, we strengthened the engine bearings, designed a new close ratio all-synchro gearbox and modified the suspension for



Triumph's latest ads show each car to be  
Above is the latest Spitfire ad, now appear

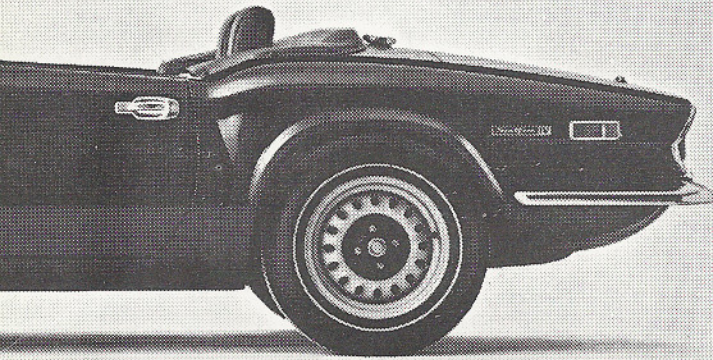
### RACERS STORE OPENS

For the past couple of seasons, drivers attending races in the Northeast have had a handy source of parts, suits, wheels, etc., right in the pits. The "Group 44 Sales Division" operated by Don Breslauer, has been an outstanding success. Now Don has opened a retail outlet in Falls Church, Virginia. He stocks all manner of competition equipment, nuts and bolts, oil, etc. Store hours are 11-8, Tuesday through Saturday and the store is closed Sunday and Monday. That's:

RACERS STORE  
1115-A West Broad St. • Falls Church, Va., 22046  
703 532-4426



s suggested retail base price N.Y. P.O.E. Other P.O.E. prices slightly higher. Does not include transportation charges, dealer preparation, state and local taxes, if any.

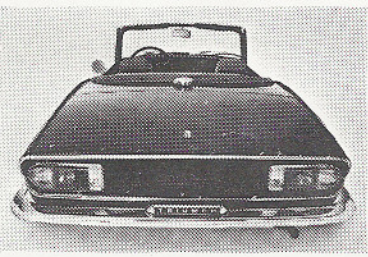


**America drivers  
champion.  
(understatement.)**

Improved balance and road holding.

And while we were doing things for the inside, Ferrari body designer Michelotti did a lot for the outside.

As far as we can tell, the car is now—to use an American term—'A-OK' by anybody's standards. You try it at your Triumph dealer. The new improved champion for \$2,649\*.



**Triumph Spitfire**

at advantage and really tell the story.  
ing in newspapers all over the country.

**LET'S DO IT RIGHT**

Once again, *please*, when sending in an address change, send the old address as well as your new one. If we don't get the old one, we can't put in the new one! Mailing service records are filed by state and city within the state and then by name. If we don't have the old address, we can't find you. Okay? Okay!

When ordering from the Supermarket, on all items from Leonia please make checks payable to T.S.O.A. We hate to hold things up but it will take us a few weeks to fill orders right now.

**TEAM TRIUMPH TACKLES**

**“THE MONTE”**

**By John White**

The 1971 Monte Carlo Rallye, billed as an event for the ralliest trialist, and racing enthusiast, certainly lived up to its advertising copy. Rallymaster Bob Scheurle's twisting route led us up through Northern New Jersey and into the New York highlands above Greenwood Lake. The intermittent rain, which had been falling since the rallye started at 7:00 P.M., changed to heavy snow about 2:00 A.M. on Sunday morning. Visibility was reduced to a few yards, and the extreme conditions began to take their toll. Champion ralliest Roger Bohl collided with Suburban's Ron Augustine. Mini-Series winner, Ed Rachner, saw the forest, but not the trees, when he crashed early in the evening. There were also reports of one driver who drove off the end of a dock into Lake Hopatcong. How's that for trusting your odometer?

The route was extremely difficult to follow in some sections, and well placed passage controls were not seen by many of us. At one point, early in the rallye, we found ourselves 55 min. late, and were forced to cut out a large section of the route, missing five controls in the process.

Team Triumph was well represented with no less than eleven club cars participating in the event. This kind of saturation was bound to produce results. Bill Paschick and Jack Griffie beat 93 cars and finished 3rd unequipped. Elliot Kuchinsky and Ernie Hufnagel's fine effort earned them a 5th place in the equipped division. John Aulepp and Joe Pelczar (Triumph's newest SOP team) left 86 cars in the dust and finished 9th in class.

Next stop on the Council Series . . . The Jersey Devil. Let's put 20 cars in the starting field and see what happens???

*From Triumph TRivia, N.J. TRSCC*



# AUXILIARY GAUGES—GT 6+

by William A. Himmelsbach, Jr.

A true GT sports car provides the driver with sufficient information about his engine performance. The GT 6+ is "factory equipped" with only temperature and fuel gauges, speedometer, and tachometer. Idiot lights only indicate when a fault has occurred in the electric and oil pressure systems.

This author removed the radio from his 1969 GT 6+ (subsequently relocated in glove box on driver's side) in order to place three auxiliary gauges in the center of the dashboard. The area vacated by the radio left a 7" x 3" rectangle. A three-gauge rubber-molded cockpit bracket (VDO-no. 11.1975) fits perfectly in this space without screws or braces. However, some trimming is necessary and can be easily done with a knife.

An ammeter (VDO-no. 1931) and electric oil pressure gauge (VDO-no. 3541) were chosen for two of the gauges. These are the only ones marketed that match the factory installed gauge coloring of white lettering on a black field with an orange needle. The oil pressure idiot light may also be functional with the purchase of a Smith's T-Unit (Nisonger—no. 31-183-303-00) to accommodate the idiot light sender and the gauge's pressure sending unit (VDO-no. 3604). The thread size for all these is 1/8". All wiring needed can be purchased at a local hardware or auto parts store.

The third gauge that was selected was placed between the ammeter and oil pressure ones. It is a Smith's outside air temperature gauge (Nisonger—no. TG 1303/00). Even though this is a different color design, it is an attractive offset to the gauge complex. By placing its sensing bulb behind the front rocker-panels, a most accurate temperature of outside air can be available at a glance. This is particularly useful when near-freezing road conditions occur.

The gauges can be lit for night driving by splicing into existing wiring for the temperature and fuel gauge. The auxiliary gauges can be conveniently grounded to the outside air temperature gauge, thereby allowing the entire unit to "pop out" of the dash for a bulb change or a wiring check.

With the addition of these or other gauges as other GT 6+ drivers may select, one's Triumph has an added decorative touch plus the gauge reliability for measuring the car's vital systems.

All VDO parts can be ordered through VDO Instruments, 116 Victor Avenue, Detroit, Michigan, 48203; all Nisonger (Smith) parts through the Nisonger Corporation, 125 Main Street, New Rochelle, New York, 10801.

## CLASSIFIED

### ITEMS FOR SALE:

From 1970 TR-6, AM/FM radio (fits TR-250 as well) \$50.00, pair of Michelin X 195-15 snow tires, used one season \$35.00, black tonneau cover \$20.00. Jim Pappas c/o British Leyland Motors, 600 Willow Tree Rd., Leonia, N. J. 07605, 201-461-7300, ext. 225.

Oil cooler kit for Spitfire, complete with thermostat, \$30.00. 5 4 1/2 J x 13 alloy wheels for Spitfire/GT-6. Complete with adhesive balance weights and locking wheel nuts. \$25 each plus standard wheels from 70/71 model Spitfire or GT-6. Paul D. Rasanen, 505 Freeman St., #3, Valparaiso, Ind. 46383.

Brand-New (less than 1,000 miles) 1970 Triumph Spitfire Mk 3. Red. AM/FM radio. Must sell. Best offer. Carol Talarczyk, 319 Tenth St., Palisades Park, N. J. 201 947-2660.

### ITEMS WANTED:

Dzus fastener aluminum side curtains for TR-3A or plastic windows only for normal curtains. Richard F. Gerow, 121 W. Denver Ave., Wildwood Crest, N. J. 08260. 609-522-5910.

Hardtop with mounting hardware for TR-3A. Write or phone Jim Daw, 49 Campbell St., Waldwick, N. J. 07463. 201-447-4909.

TR-3B (TR-4 engine and gearbox). M. Granger Foxcraft, P. O. Drawer 509, F.D.R. Postal Station, New York, N. Y. 10022.

Front bonnet section for Spitfire Mk 1 or 2. Slight damage okay but not wrecked. George Waltman, 38 Northern Blvd., Great Neck, N. Y. 11021.

Adaptor plate, overdrive to transmission, complete overdrive unit or gearbox with overdrive for TR-3 or 4. Bottom rubber seal for TR-3 windscreen. TR-3 competition equipment. John A. Taylor, 14 Miner St., Greenfield, Mass. 01301. 413-773-3771.

Konis for TR-6; 2 1.75 SU. carbs from '64 to '67 TR-4; 1 '69 TR-6 steering wheel; 1 electric fuel pump for TR-6. Ron Leech, 221 Shawnee Pl., Huron, Ohio 44839. Phone 433-3695 before 2:30 P.M. or 433-2526 after 3:00 P.M.

## TSOA SUPERMARKET

### OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon 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 ..... \$2.00  
TR-4 TR-4A Competition Preparation Manual ..... \$2.00  
SPITFIRE Competition Preparation Manual ..... \$2.00  
TR-250/TR-6 Competition Preparation Manual ..... \$2.00  
GT-6+ Competition Preparation Manual ..... \$2.00  
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.

Please make checks payable to Triumph Sports Owners Association.

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 membership in the club.

EDITOR, MICHAEL L. COOK