



TSOA

TRIUMPH

NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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MAY, 1968

Auto Show Crowds **T U R N O N** At TR-250 Psychedelic Light Display

Trumpets blare, the engine revs, the hood glows with the red glare of power and, with a roar from the engine and a blaze of light from the screen you're off on a simulated ride in the TR-250. It's a 90-second trip into the world of a slick, potent sports machine and it's guaranteed to demand and hold your attention, even if it doesn't bend your mind.

What is all this? It's the TR-250 light show, created especially for automobile shows. Beginning in San Francisco last fall, going to Chicago and on to New York, the display has had raves from everyone who saw it including the seldom turned-on New York Times. Canted at a 45 degree angle in front of a deeply recessed screen, the 250 seems to move in space. Color slides flick on and off the screen, several at a time, Tijuana Brass-type music rises and falls and a sound track of the purr of the six-cylinder powerplant simulates acceleration. Caught up in the excitement, you join the couple on the screen in a careening minute and a half that takes you through northern California and San Francisco scenes, Chicago, New York and heaven knows where seen through telephoto lenses, fish-eyes, etc.

It's a gas, the entire scene, and technically, it is no picnic. What Triumph had to go through to get this display to the public is a little unbelievable.

For one finished display, take \$30,000 worth of electronic equipment, 8 carousel slide projectors, 640 different action slides, 2 banks of spotlights, special flickering lights to simulate wheel movement. Add one main control board capable of handling 25 circuits, hook up 22 of them, throw in a perspiring technician and a professional worrier from Triumph, shake well and then spend a day and a night achieving synchronization between technician, controls, sound, slides and lights. The result is amazing to the crowd, nerve-wracking to the operators.

(Continued on Page 2)

Who blew the fuse?



25-circuit control board in foreground runs myriad lights, projectors, tapes, etc. Need top electrician or spaghetti chef!

TURN ON

(Continued from Page 1)

Once started, the carousels, aimed from behind the screen, operate automatically, projecting their excitement at random. Only after four hours continuous operation is it necessary to change the slide trays around to preserve the random pattern. In practice no average viewer ever sees the same arrangement of slides twice. 10 or 11 slides are shown per machine in each 90-second run-through.

The display is so good that, at San Francisco, a rival distributor sneaked in a tray of slides featuring products of British Motor Holdings. Since this was before the BMH-Leyland merger, the Triumph group got a little excited when MG's, Austin-Healey's, etc. began appearing on the screen! Revenge was sweet, though. The BMH crowd was using a wireless microphone at their display. At the opportune moment, a Triumph "counterspy", armed with another mike, strolled over, turned on the power and invited everybody, over BMH's loudspeaker system, to come and visit the Triumph stand!

If you missed it, perhaps it will be back in 1969. Meanwhile, a genuine three-dimensional physical experience awaits you at the Triumph dealership where you can test-drive the 250 and get turned on all over again.



Fun-seekers stopped by to check out the TR-250 Light Show at the N. Y. International Auto Show. Mini-skirt, maxi-fun!

GOOD GUYS WEAR BLACK HATS

(and drive white cars!)

Group 44 has four Triumphs in National competition this year and they are making a fast start! After an ignominious quadruple DNF at Marlboro, the group went to Danville where Bob Tullius took pole position and won CP, finishing 3rd overall in ABC Production and AB sedan. Bob was forced off course early in the race and rejoined in eleventh place, taking only four laps to pass the CP leaders and setting a new CP course record. The competition? Bob Sharp's Datsun 2000 and Bruce Jennings' Porsche.

At Danville, speedy Mike Downs, new National license holder, took a second in GP. John Kelly, also a new Group member, was first in DP in the TR-4A. Fourth member, Brian Fuerstenau, was leading FP in the Spitfire Mk 3 when the contact broke off the moving point, forcing a DNF.

Danville over, the Group moved on to Savannah. Back to the hats for a moment . . . three out of four of the 44 boys wear black crash helmets and those statistics match their record at Savannah. Only John Kelly missed a win, and he followed Dick Staples' TR-4A home for a well-deserved 2nd spot.

Tullius won ABCD Production overall in the TR-250. Not to be outdone, Fuerstenau won E and FP ahead of all the Porsches in the Spitfire Mk 3. Mike Downs took GP making his total two firsts and a second in his first season of racing!

Other accomplishments for the Group this year include Bob's breaking his old fastest Triumph time at Marlboro by nearly four seconds in the 250. Watch for results from Cumberland and Bridgehampton Nationals in the June Newsletter.

OTHER COURSES HEARD FROM

Though Porsches come and Porsches go, Bob Krokus' TR-3 keeps rolling along and Robbie took a win at the Marlboro National.

Lee Mueller, Lynwood, California Mk 3 driver, now leads the Southern Pacific Division after two firsts and a second.

Dick Staples and Victor Matthews are heading a double-pronged attack on D Production, Staples in Southeast Division events and Matthews in the Northeast. So howcum Staples won at Marlboro? Stay tuned in for further developments.

Turning to the West Coast, Fritz Warren pushed his Triumph TR-4A to a win in the Newport, Oregon Nationals.

Warren, from Newport Beach, Calif., had to fight a come-from-behind battle to win the contest in a driving rainstorm. The Newport win made it four straight wins for Fritz in Class D and a lead in the Southern Pacific Division.

Jack Scoville of Corvallis, Oregon, grabbed the GP honors in his Spitfire to assume the Divisional lead in that class. Scoville's race included cars from F, G, and H Production, D Sports Racing and C and D Sedans. Thirty-four cars started and when the checkered flag came out there was Jack and the Spitfire leading the whole bunch for a tremendous overall win.

NEWS FLASHES

Over 100,000 Spitfires Built!

At the end of February, this year, Spitfire number 100,000 rolled off the line at Triumph's Canley assembly plant. Over 45,000 of its predecessors have found their way to the United States and another 31,000 have gone to Europe and the many other countries to which Triumph exports.

From the first model, introduced in the US in 1963, to the much more powerful and racy Mark 3 now in production, Spitfires have proven so popular that a second 100,000 seems a distinct possibility!

Triumph March Sales Set Record!

March, 1968, was the best for sales of any March since Triumph opened for business in the United States. Dealers moved 2,104 cars to new owners during the month, a pace 85% ahead of 1967. Through the first quarter of 1968, Triumph sales are 81% ahead of 1967.

New TSOA Handbook On the Press!

By the time you read this, bound copies of the completely revised TSOA Handbook for 1968 will be rolling out of the bindery. Those of you who have been waiting so patiently for your books can expect to receive them very soon. Old members wishing to purchase the new book should check the next Newsletter for the price and ordering procedure.

250-K Back in L.A.

Los Angeles buffs will be glad to hear that the TR-250K is home from Sebring in one piece. After a stint at the Detroit Sports and Custom show it will be back in California for a similar event. Watch the papers.

CONGRATULATIONS!

To the Triumph Sports Car Club of New Jersey on their 10th Anniversary. They have an incredible number of members, hold frequent and excellent rallies and trials and generally do a terrific job! Here's to ten more big ones . . . long may they rave!

To the Triumph Club of Ventura County for joining the big time and running a Divisional Rally in conjunction with the Cal Club Region, SCCA. Hope the "Mission Trail" is a success. Rally is May 26th so will be over by the time you receive this Newsletter.



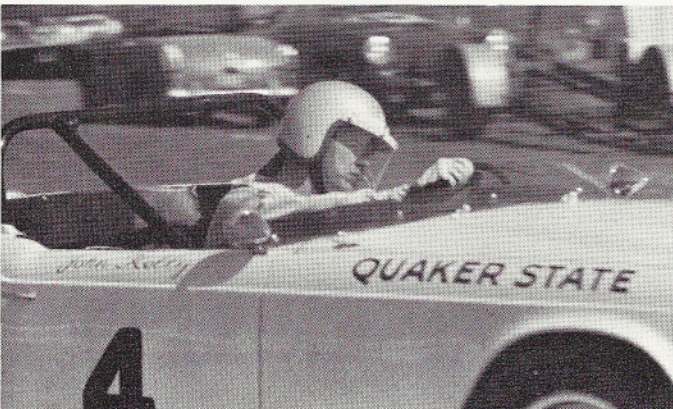
Bob Tullius wheels the TR-250 at Marlboro.



Brian Fuerstenau in the Group 44 FP Spitfire.



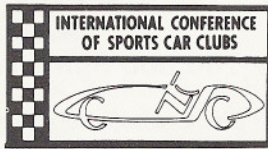
Here's Mike Downs, newcomer to the National scene.



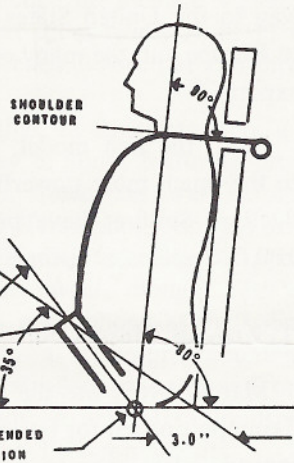
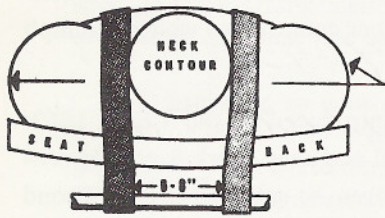
John Kelly, a convert from Porsche in the TR-4A.

Jim Schwitz photos

FOR YOU RACING TYPES,
HERE ARE THE CORRECT
HARNES AND BELT
INSTALLATIONS
COURTESY OF

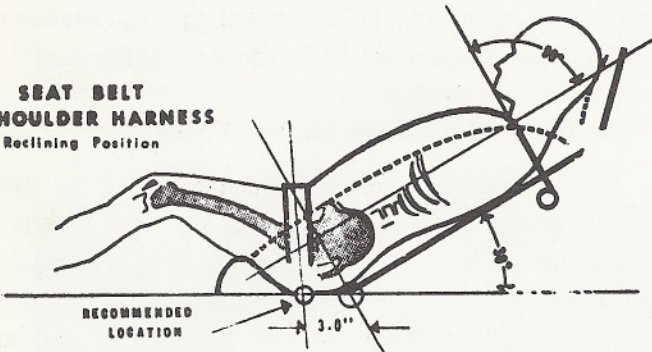


SHOULDER HARNESS
Top View



SEAT BELT SHOULDER HARNESS
Upright Position

SEAT BELT SHOULDER HARNESS
Reclining Position



COMING EVENTS



Lee Mueller, Lynwood, California, pushes his Triumph Spitfire past two E Production cars on his way to a resounding F Class win at the recent Tucson, Arizona National Championship road race. The victory left little doubt that Triumph Spitfire Mk III was the car to beat in SCCA Class F racing.

WISCONSIN TSOA

July 20, "Save A Saturday" rally WTSOA, P. O. Box 1694, Milwaukee, Wisconsin 53201.

(Sorry, gang. Our printing dates haven't meshed with event dates lately. How about sending in your lists of July and August events, pronto!)

CLASSIFIED

FOR SALE: '67 GT-6. Red/black. Whitewalls, wires, heat, music. As new with only 5,000 miles. Owner in service — must sell. \$2200.00. Howard Sismilich, 143 Dogwood Dr., Oakland, N. J.

FOR SALE: 1960 TR-3, mint condition, 7300 original miles. White/black. Wire wheels, Michelin X, tonneau. Original owner. \$1500.00. Paul E. Greeby, Harts Lane, Miquon, Pa. 19452. 215-828-1856.

FOR SALE: Spitfire tonneau cover, Amco universal demountable luggage rack, both perfect. \$10.00 ea. Micheal Grishman, 212-468-9069 (after 5:30 PM).

FOR SALE: TR-4-4A-250 tonneau cover, white, \$15.00. TR-3 Amco mats, \$5.00, TR-3 sill-door-accelerator plates, \$5.00, TR-3A left door panel, red, \$5.00. All as new. R. Langworth, C8, 253 E. Crestwood Dr., Camp Hill, Pa. 17011. 717-236-1435.

FOR SALE: GT-6 car cover by MG Mitten, \$10.00, like new. Lucas 4LR long range driving lamp, 12V, new, \$6.00. K. D. Chickering, Plumtree Rd., Sunderland, Mass. 01375. 413-549-1903.

FOR SALE: Roof mount universal luggage racks, chrome tubing with clear varnish wood runners. Fits most sedans and wagons. Original price \$95.00. Sell for \$40.00 ea. C.O.D., freight collect. Leyland Motor Sales Corp., 4610 Tchoupitoulas St., New Orleans, La.

FOR SALE: Five, like new, 60-spoke wire wheels and adaptors for TR-4, \$150.00. Custom roll bar with fitted tonneau cover, also for TR-4, \$50.00. B. Goldstein, c/o Garrick Lew, 533 Spruce St., Oakland, Calif. 94606. 451-GL 1-1245.

WANTED: American mags for TR-4, wide steel wheels ditto, full-width roll bar, SCCA-approved. Used Blue Streaks or Firestone Sports Car Specials. B. Goldstein (see address above).

WANTED: TR-4 tonneau cover, black, A-1 condition. John Aprea, 68 Round Hill Rd., Wethersfield, Conn. 06109. 203-529-5094.

WANTED: Late model TR-4 or any TR-4A gearbox, preferably with OD top and mainshaft. The race car is incapacitated and the season is here! Help! Mike Cook, 90 Seventh Ave., Westwood, N. J. 07675. 201-666-0620.

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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