



# TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



# NEWSLETTER

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VOLUME 15, NUMBER 5

MAY, 1969

## CAR AND DRIVER AWARD TO MK 3



"CAR AND DRIVER magazine's 'Peoples' Choice Award' to the Spitfire Mark 3 for winning the popularity poll in its class is presented to J. Bruce McWilliams, British Leyland's Vice President in charge of U. S. Triumph and Rover sales by Orison B. Curpier, Publisher of CAR AND DRIVER at an award winners luncheon in New York.

### *Triumph's Spitfire 3 Wins Car & Driver Peoples' Choice Award*

The Triumph Spitfire Mark 3 received the plaudits of readers of CAR & DRIVER magazine who voted it the best of the Sports/GT Car Category under about \$2900 and in its performance class in this year's Peoples' Choice Poll.

Bagging some 43% of the vote as opposed to the 17% of the next nearest competitor, the Spitfire won its class by a handy margin. CAR & DRIVER characterized it "an ideal first sports car or, with some 'prodifying', a very competitive racer"; and said that "Triumph's venerable 4-cylinder powerplant has proven virtually indestructible".

A successful seller in the States, the Spit III, at about \$2300, provides Americans with excellent value for money in the open two-seater field. It will account for about a third of the Triumph sports cars sold here this year, and all three models enjoy greater demand than supply is currently able to satisfy.

### TR-6 JOINS TRANSATLANTIC AIR RACE

From 8 a.m., Sunday, May 4th, to midnight, Sunday, May 11th, the Great Transatlantic Air Race set new records in travelling time from London to New York. Organized by the DAILY MAIL of London, the event commemorated the fiftieth anniversary of the first non-stop crossing of the Atlantic, made by Alcock and Brown in 1919.

Alcock and Brown crash-landed in an Irish bog. Contestants in the modern race had to hit their finishing point a bit more accurately. While the race was primarily a trans-atlantic one, entrants had to start from the top of the tallest building in London, the General Post Office tower, and finish at the top of the highest structure in New York, the Empire State Building. Or, if they chose, they could travel in the opposite direction.

In the several classes of competition, entrants flew via private aircraft, prop and jet, supersonic military jets, commercial jets and various other types of airships including a World War I Curtis Jenny and a hot-air balloon. With all of these choices available, it became obvious that transportation to and from the airports was to be the main deciding factor in the race. Helicopters formed an important link in nearly all of the serious competitors' plans, but there was still the distance between helicopter pad and the top of the building to consider. Taxis, buses, motorcycles, speedboats and, naturally, sports cars were used.

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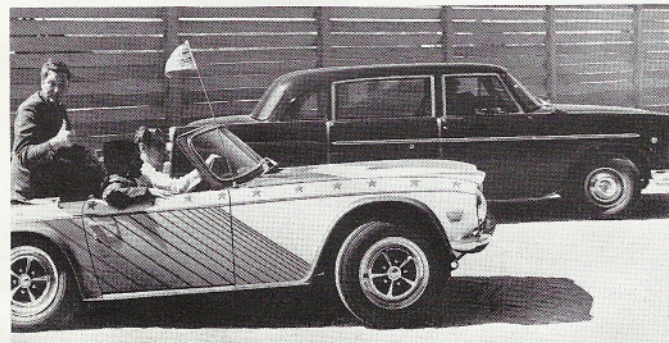
TR-6 at the ready. Brilliantly decked out in its special paint job, the TR-6 awaits the arrival of the R.A.F. copter. Dropping almost like a stone, the aircraft wasted no time in releasing its passenger. She can be seen waiting just behind the crew member at the door.



Only seconds later, Sgt. Heather Robinson sprints to the car followed by RAF officer escorts and the ever-present film crew. Note the DAILY MAIL number, worn by all entrants and the tennis shoes . . . not regulation uniform, we're sure!



Into the car, now, Luv and we'll be off to the Empire State.



Away at last . . . a very few seconds after the landing. Thumbs up from the RAF and a screech from the rear tires of the TR. Sgt. Robinson looks as though she's enjoying this part of the trip. The serious-minded driver is Denis Thomson, Distribution Manager for Triumph at British Leyland.

## AIR RACE—Continued

The TR-6 got into the act when the Royal Air Force called and requested the use of a car for Sgt. Heather Margaret Robinson, a W.R.A.F. lassie attached to No. 10 Squadron. Her entry was based on flying in a VC-10 to Kennedy International Airport in New York, jumping into an RAF helicopter for a trip to the west side of Manhattan, and then riding in the TR-6 to the Empire State. All went well. The arrival of the copter at the pad was spectacular. Rather than the normal slow, hovering descent, the craft came in low and fast and simply stopped on the ground with no preliminaries or dallying around. The elapsed time from the moment she threw herself into the TR and the arrival in front of the Empire State was less than five minutes.

The TR-6 used for the Air Race entry had first appeared in the New York International Automobile Show and is decorated with various designs of stars and stripes in red, white and blue. Patriotic on both sides of the Atlantic, the special paint job caused a lot of comment and the arrival at the Empire State was telecast on the evening news.

The Air Race had its serious aspects . . . the commemoration of the Alcock and Brown achievement, stressing the potential of air travel and demonstrating the problems of getting to and from airports. In this very modern, air-minded world, it is frustrating in the extreme to realize that the Air Race was won not in the sky, but on the smog-bound highways of New York and London.

## LOCAL CLUB NEWS

We have just received the first communication from the Triumph Travellers in a long, long time. In the form of a neatly produced, six-page newsletter, the publication is known as TRIUMPH TALES AND TRAILS. The Travellers are a rally group and also fond of club outings to scenic areas, picnic grounds and places where it is easy to cause trouble and easier to get out of it, this deduction made after reading about their recent excursion to the mother lode country.

TSOA members in the Palo Alto area who would like to affiliate with a club can write to the Triumph Travellers SCC, Box 11267, Sta. A., Palo Alto, Calif.

All of this brings up a point that has been bothering your editor for some time. Some of the local newsletters that used to hit our desk around the beginning of the month are not coming any more. What has happened to the TRACKER? Where is TRUMP? The Detroit TSOA seems to have disappeared! C'mon fellas . . . if you've taken us off your mailing list, please note the Leonia address and put us back on. In fact, send back issues if they contain such things as new officers, change of meeting place, etc. We'd like to tell the unattached members of TSOA where to find the local groups . . . please give us a chance to do so.

The Triumph Owners Club of El Paso has announced new officers for 1969-70. Congratulations to:

President	Larry Cole
Vice-President	George Montgomery
Secretary	Scottye Montgomery
Treasurer	Jean Tyler
Board of Directors	Dave Adams
	Byron Pearce
	Wade Travis
Activities Director	Ed Tyler

Contact address for T.O.C.E.P. is 8949 Dyer St., El Paso, Texas 79904.

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# RACING—EAST AND WEST

## TRIUMPH RACERS ROLL UP IMPRESSIVE WEEKEND RECORD



Erwin Lorincz looks confident on the grid at the April Marlboro National. Back in '63, Erwin was the first man to win a National in the Northeast in a Spitfire, doing it at Watkins Glen. Since, he has had an excellent record, always in the Spitfire. He set a GP lap record at Marlboro, finished second.

In the F Production contest, Jerry Barker of Redondo Beach, Calif. squeaked to a narrow victory in his Spitfire MK 3. He crossed the finish line just seconds ahead of former national champion Lee Mueller of Lynwood, Calif., who piloted a new "fresh out of the box" Kastner Spitfire.

A MK 2 Spitfire, driven by Don Devendorf of Baldwin Hills, Calif. finished ahead of a large G Production field to mark up another victory for Triumph. Devendorf, who has won three straight national championship races already this year, leads the Southern Pacific Division in points standings.

Across the country at Marlboro Speedway, Bob Tullius of Falls Church, Va. and the rest of his Group 44 Racing Team were having a field day. Tullius out-distanced the rest of the cars in his C Production race, including four very quick Porsches, to capture his first win of the year.

John Kelly of Washington, D. C., driving an F Production Group 44 Spitfire MK 3 beat former national champion Bob Sharp of Wilton, Conn., who was driving a Datsun 1600. In capturing the win, Kelly set a new F Production track record.

The Group 44 GT-6 Plus, Mike Downs driving, was going very quickly and looked like a pole-sitter until practice Sunday morning. Losing it in the esses, Mike went off course and broadsided the workers shack at the hairpin. In the process, the engine swallowed about a quart of sand and rocks and there wasn't time to clean things out in time for the race.

In the G Production fray, Bob Krokus of Falls Church, Va., picked up his first win of the racing season behind the wheel of a Group 44 Spitfire MK 2. Krokus also broke the track record in his event, but it was short lived, however, as the second place finishing car, another Spitfire driven by Irwin Lorincz, lowered the mark even further.

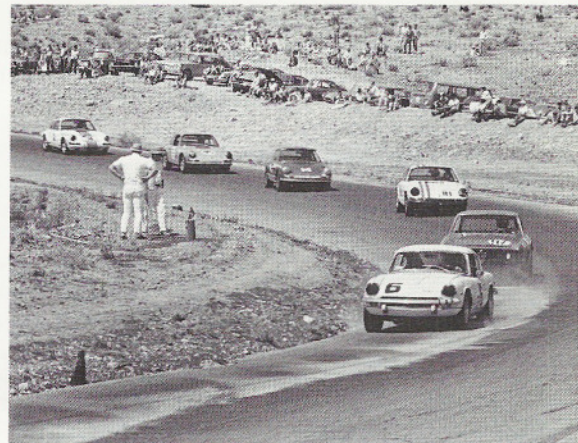
At Austin Raceway Park in Texas, Jim Ray of College Station, Texas out-drove the other cars in his F Production regional contest to win his first race of the year. Ray was driving a Spitfire MK 3.

## PHOENIX: THREE CHECKERS FOR TR

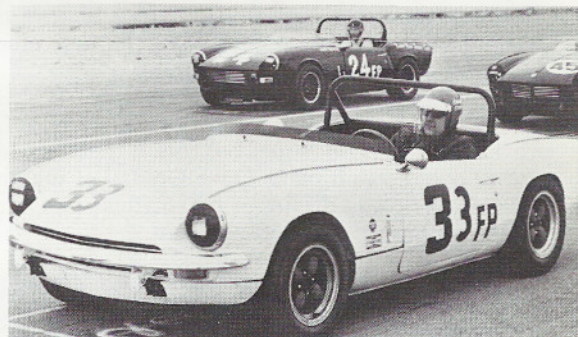
The May 3rd and 4th weekend saw more of the fiercely competitive events that have characterized Southern Pacific region events all season. For the first time, the GT-6 Plus scored a one-two victory as Carl Swanson led the way again, followed by Don McGaffee. Don was a Spitfire driver last year and has just switched to the 6-cylinder fastback.

FP was a one-two-three. Lee Mueller returned to form, his new car now fully sorted out. Charging behind him were Terry Hall and Richard Carbajal, also in Mk 3 Spitfires. GP was another Spitfire benefit led by

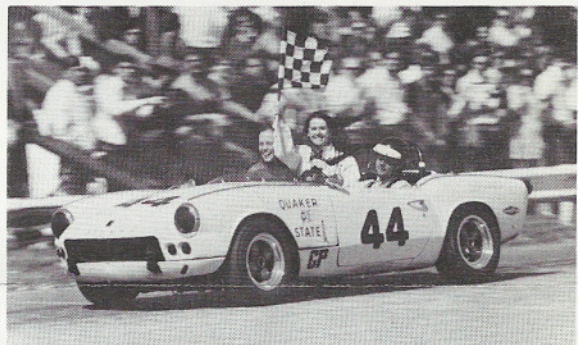
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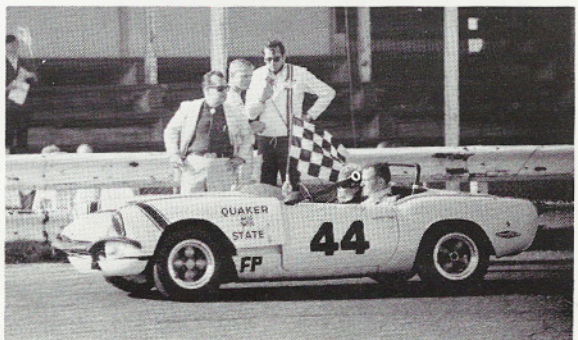
Carl Swanson bombs out ahead of the E Production and B Sedan group. Matter of fact, there isn't another E car in sight which is normal when Carl goes out in the GT-6 Plus. His record is 4 for 4 this season.



Lee Mueller, driving the FP Spitfire prepared by Kas Kastner, waits for the starter's flag. In the background, Jerry Barker in the black Mk 3. Jerry is battling Lee hard for the points and edged a victory at Holtville.



Happy, happy. Bob Krokus takes two pretty girls on the victory lap. Some guys have all the luck... or most of it, anyway.



John Kelly and Brian Fuerstenau switched mounts this year, John taking the Mk 3 Spitfire and Brian handling the TR-4A. John won FP first time out, Brian DNF.

## RACING Continued from page 3

Don Devendorf. Last year's GP National champ, Don hasn't missed yet in '69. John Soule and Paul Coffman made it a Spitfire sweep.

For the second race in a row, Jim Dittmore was eliminated via the metal-to-metal route in C Production in his TR-6. At Holtville, an arthritic Porsche 912 got in his line, forcing him to drive right into it and DNF. At Phoenix, while leading Milt Minter's team Porsche 911 and fast catching Alan Johnson's 911, Dittmore was forced off line in a corner. The resulting crash involved Minter as well and did in the front end of the TR-6 all over again.

## STUTTGART RACES

A Mel Bogus Autos Unlimited sponsored Triumph Spitfire MK 2 driven by Gordon Smiley of St. Louis, Mo. burned up the 2.6-mile 7-turn airport road course at Stuttgart, Ark. Sunday (April 20) to set a new G Production track record and win first place in class and first overall in the combined G and H Production and D Sedan event.

Smiley drove the expertly prepared Spitfire around the twisting track in 1 min. 59.8 sec., the first time any such car has ever broken the two minute mark.

In the competitive E Production race, Bill Boemler of St. Louis, Mo. jumped in the driver's seat of his "race proven" TR-3 and squeaked off a narrow two second victory over second place Dave Dooley of Oklahoma City, Okla. Dooley was driving a GT-6 Plus sponsored by Roy Jones Triumph of Memphis, Tenn.



**Brian Fuerstenau leads in the great mini-bike competition. Powered by a 150 cc Honda twin, his new creation looks potent enough to out-run the HP Sprite.**

## REWARD

For information about TR-3A, BRG, serial #8195L, NY license 9017YN, stolen from garage. Contact James Peterson, 98-38 57th Ave., Rego Park, N. Y. 11368.

## LOCAL NEWS Continued from page 2

The New York Triumph Motor Club is trying to save on postage and has announced meeting dates up to Thanksgiving. All are at the Killarney Rose, 80 Beaver St., Manhattan, 8:30 p.m.

Wednesday, May 28, June 25, July 23, August 27, September 24, October 22.

Tuesday, November 25.

Maine Triumph Sports Car Club now meets on the first Wednesday of each month at the Embers, Main St., Pittsfield.

## CLASSIFIED

### ITEMS FOR SALE

TR-4 race car, DP, Fastest TR-4 in Central Division. Ready to race, with trailer. Must sell, make offer, will trade, foreign or domestic, up or down. Tom Varner, 1300 S. Adams, Rochester, Michigan 48063. (313) FE 2 3122.

Family friend TR-3A late '60. Overdrive, wire wheels, Michelin X, competition shock-spring, leather, windscreen washers, factory radio, heater, new paint, complete undercoat. Never raced — one soulful owner. Best offer over \$800. R. S. Burns, 357 Hollyberry Lane, Boulder, Colorado 80302. (303) 447-0497.

TR-3 Shop Manual \$7; TR-3 Tonneau cover blk, very good condition \$20. TR-3 Sidewind wings — Lucite \$10; TR-4 Hood \$50. A. Patlen, 333 Viviney Street, East Paterson, N. J. (201) SW 6-8972.

Combination ski and luggage rack, adjustable (for TR-4A, etc.) \$15; Spitfire Tonneau cover \$15; William Gregor, 253 N. Beacon Street, Brighton, Mass. 02135, (617) 787-3859.

TR-4 Factory hardtop \$100; Tonneau cover, blk, \$10; Soft-top, blk with bows \$15; One pair SU carbs \$20; Workshop manual \$10. Thomas Gotard, 372 Hickory Street, Massapequa, N. Y. 11758. (516) LI 1-2805.

1967 GT-6. Red, AM-FM, Overdrive, Console, Front and Rear Guards, Marchal Fog Lamps, Floor Mats, Snow Chains. Excellent Condition. Concours Exterior Finish, Only 6500 Miles on Odometer. Make Offer. Nelson J. Rau, 408 Cornish Wash, Belmont, Calif. 94002. (415) 591-5688.

Miscellaneous used TR-3 and TR-4 parts, Engine, rear end, what have you. If you need it, we may have it. Ray Collins, Rye, N.H. 603-964-6231. Jim Darge, P.O. Box 175, Lawrence, Mass.

### ITEM WANTED:

Interested in parts for '53 Triumph Mayflower. Need complete engine. Gary Ford, R. D. #4, Waynsboro, Pa. 17268.

## 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. . . . . \$5.75

### 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

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

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, 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.*

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