



TSSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 17, NUMBER 5

MAY, 1971

KASTNER-BROPHY SPITFIRE TOPS DP CARS

FP AT ONTARIO

by JIM COAN

British Leyland Competition Department

Ontario, Calif., March 28, 1971—At this Multi-Million dollar facility racing instruction is usually handled by the well-known Bob Bondurant school; but on this particular day Lee Mueller seemed to be doing the instructing. Mueller, driving a Mk. IV Triumph Spitfire prepared by Kastner-Brophy Racing in the D, E, F production race, proceeded to show everyone "What racing is all about". Lee surprised many by qualifying on the pole in front of 4 time National Champion Dan Parkinson's Dp Datsun 2000 cc, last year's Southern Pacific Dp champion, and the only other driver to have visited an ARRC winner's circle 4 times besides Alan Johnson. Mueller also qualified in front of Robert Kirby's Ep Porsche 1600 cc and in front of Joe Simmons' DP Jaguar 3.8 liter XK 120. The field of 30 included Alfa Romeo, Lotus, Lotus 7, MGB, and Volvo P1800. Considering that Mueller's Spitfire has but 1296 cc much can be said for the fine preparation job of the Kastner-Brophy people and Lee's excellent driving. The little car on the pole gave rise to some grumbling and a lot of speculation as to the outcome of the race.

At 10:55 A.M. the flag dropped. On the start the larger machines of Parkinson, Kirby and Simmons shot past fighting for the lead. Through turns 1 to 4 the little car was out-accelerated but, going into the right hander at turn 2, Mueller broke late and shot past the Jag in pursuit of Kirby's Porsche. The pace through turns 5 to 8 was too much for Kirby. In turn 9 he lost the Porsche. The quick evasive action taken by Mueller prevented a serious accident but permitted Parkinson to pull away.

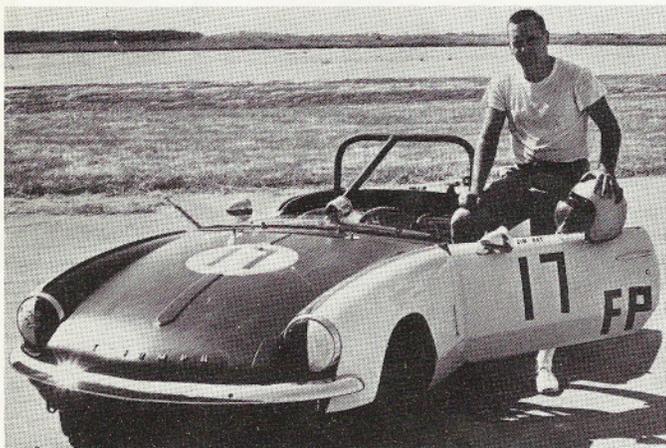
Mueller finished first in class and second over-all, only a few seconds behind Parkinson's Datsun. The fastest recorded lap of the race was 2:15.5 by Parkinson in the 2000 cc Datsun and Mueller's Spitfire turned a 2:15.7 — NEED WE SAY MORE?

Kastner-Brophy Racing, located at 429 E. Alondra Blvd., Gardena, Calif. 90247, is operating a team of three Triumphs in SCCA Nationals and will also run a "dark horse" entry in the 2.5 Challenge series for small sedans. This will be a Triumph Vitesse two-door sedan which is powered by the same two-litre six as the GT-6 and shares many of the same suspension components. It will be driven by Carl Swanson with the first race coming in June.



Lee Mueller at work at Riverside, ahead of John Woodner's MG.

THE TRIUMPH OF J. P. RAY



Jim Ray of College Station, Texas qualified for the ARRC 1969 and 1970 by finishing first in the Southeast Division's F Production standings driving his Spitfire Mk. 3.

by LINDA GOSS

This story is reprinted from THE REVIEW, published quarterly by the students in the colleges of Liberal Arts, Sciences, Geosciences, Business and Education, Texas A & M University.

Jim Ray is a graduate research assistant in the biology department at Texas A&M. Jim and his wife, Wendy, came from the University of Miami, where Jim received his B.S. in Zoology in 1966. His M.S. degree was in Marine Biology and he is now working on his Ph.D.

Review: Jim, you are a member of the Sports Car Club of America, and you take part in their amateur racing program. How is this program set up?

Jim: In the amateur division we're divided up into production cars, formula cars, the sports racers, and the sedan class. Within the production class we're divided into groups according to (car) performance. The way the racing program is set up—of course, with the driver's school, they have what they call a novice permit, which means you can run regional races. After six regionals, you can get your national license. The country is divided into seven divisions. They have a series of national races throughout the year, which can be counted for points. Then they send out invitations to the top three cars in each class in each division. At the American Road Race of Champions (ARRC) they have the twenty-one best cars in each class. That (race) determines who is the best car in the nation in each division.

Review: This year you were racing a Triumph Spitfire. What cars did you race previously, and how well did you do in them?

Jim: In 1968, when we started, I was driving a green Porsche. We used it to go to my driving schools and I ran two regionals after that. Then I bought a Porsche speedster, already set up. With that car we won a Regional Championship for the Southwest Division. About October, 1968, I bought that Spitfire. In 1969, I won the Southwest Division by eleven points and we went to Daytona to the ARRC.

Review: Do you prepare and maintain the car yourself, or do you have a mechanic do your work?

Jim: We sent the engine off to California and did all the chassis work here. I do almost all of my own work now.

Review: A lot of drivers have a sponsor, similar to the factory-backed teams, to pay for their entry fees and other expenses. Do you have any sponsors?

Jim: I have what you call product sponsorship—plugs, grease, brake fluid, etc. Also, Triumph pays \$100 for a win, \$50 for a second place in any national race.

(Ed.—Product sponsors provide only their specific products; i.e., Champion may supply sparkplugs. However, they do not begin to meet the expenses incurred in racing preparation and travel expenses.)

Review: The American Road Race of Champions at Road Atlanta was the finale of the 1970 racing season. How well did you do there?

Jim: In Atlanta, I finished fifth in my class. It's pretty good, because you realize when you get to Atlanta there are twenty-one cars in your class, but those are the twenty-one best cars in the country. You're running against factory cars—at the end of the race I was only three seconds behind third place.

Review: You've been to the ARRC twice now. Do you have any plans to go to a higher class or perhaps move on to professional racing?

Jim: I would like to move up to a bigger, faster car. As you improve in one particular area, you just get to a level where you're not going to improve any more.

Review: What about professional racing?

Jim: I feel like I'm at the point where I could at least try it, and I wouldn't be a hazard to everybody else. I'd do it until I found out that I belonged there. If I found out that I couldn't compete, I'd get out.

Review: Many people feel that it takes a certain personality to race—the risk involved in high speed competition. What do you think?

Jim: People say that—they say you've got to be crazy—what does it feel like?—Man!—aren't you scared? That's not true! I'm trying to improve, but I'll never scare myself. That's my limit—I'll never drive scared. You can go plenty fast and still drive within that limit.



Stopping at the pits after practice at ARRC.

NEWS AND NOTES

TRIUMPH STAG SHORTS

The British-built Triumph Herald was one of the first cars ever sold with a collapsible steering column, long before such safety devices became Federal requirements. The new Triumph Stag has three safety features still ahead of the law: A T-bar resembling the roll cages in racing cars for added occupant safety, lights in the doors to warn oncoming drivers when the doors are open and an inertia switch that cuts off the fuel supply in a collision for protection against fire.

* * *

The new Triumph Stag is one of 15 imports out of 112 with a V-8 engine and is in an exclusive group of four V-8's having an engine with overhead camshafts. No American regular production models have this feature which gives much quicker engine response.

* * *

While the V-8 engine in the new Triumph Stag is entirely new, V-8's are not strangers to the British Leyland group of companies. An all-aluminum V-8 is used in the Rover 3500S sedan and Standard-Triumph was building small quantities of V-8's as early as 1936.



The second annual Road Atlanta International Racing Car Show was a tremendous success. Group 44 racing Triumphs were prominently displayed. Here, Bob Tullius and Jerry Truitt (back to camera) answer questions from eager fans.



Road Atlanta's official cars include two TR-6s. Here one does the pace car duty at a recent motorcycle event.

photos by Hal Crocker

V-170 Camber Compensator

The vendor, EMPI, advises that this part is no longer available, and all outstanding orders are cancelled. Those members planning to use the compensator for competition are advised to use the special rear spring instead.

Looking For Pre-'52 Triumphs

AUTOMOBILE QUARTERLY would like to hear from anyone who has or knows of any pre-1952 Triumph cars. This includes any model pre and post-war such as 1800 and 2000 Roadsters, Renown, Mayflower, Gloria, Southern Cross, etc. Write to: Dick Langworth, Associate Editor, 40 E. 49th St., New York, N. Y. 10017. Phone: 212-PL 8-2374.

* * *

AUTOMOBILE QUARTERLY is planning a history piece on Triumph for a future edition which should be of interest to TSOA members. Annual subscription to this truly beautiful and informative hard-cover magazine is \$22.50 and orders should be sent to 245 West Main St., Kutztown, Pa. 19530.



Bob Tullius was a judge in the competition for Miss Road Atlanta. The winner was Miss Suzanne Bryan of Atlanta who received her trophy from Bob. And, that covers that . . . or does it?

COLORADO CALLING

Colorado Area Triumph Owners, Ltd., would like to invite all the Triumph owners in the Colorado region to participate in an autocross sponsored by the club on June 27, 1971. The event will be open to anyone wishing to enter and has been designated as a "Championship Event" on the Rocky Mountain Area Sports Car Club Council's championship program. 18 classes of cars will be run and RMACCCC Solo Events Standards will be followed. A thousandth-second electronic timer, capable of handling 2 cars at a time will be used.

Attendance at past CATO open events has been excellent and we are expecting well over 150 drivers to participate in the June event.

Interested TR drivers are urged to call Bill Rice at (303) 623-4786 for further information and start times for their particular class.

* * * *

CATO also is interested in exchanging newsletters with other Triumph Clubs throughout the country. Those wishing to participate should address newsletters to:

Dan Ware
Newsletter Editor
 Colorado Area Triumph Owners, Ltd.
 969 Downing St. #503, Denver, Colo. 80218

HONOR FOR KELLY

Friends of John Kelly, driver for Group 44, were startled to receive a regional race entry form for the "John Kelly Cup" to be run by the Washington, D. C. Region at Summit Point, W. Va., May 8-9. Turned out to be a compliment, not a memorial. The region names a race after their most successful member each year and John, as Production National Champ from the ARRC at Road Atlanta, was the man most likely to receive the honor.

CLASSIFIED

ITEMS FOR SALE:

1969 Spitfire Mk 3. Regretfully parting with my car for personal reasons. This is one for the enthusiast . . . no accidents or mechanical problems . . . both body and engine compartment have been kept clean and it is immaculate. AM/FM, tonneau cover and bumper guards plus two years and 26,000 miles of careful driving add up to a car that I think is worth \$1,700. Call or write me if you think so too. Susan Stecker, 15850 Rosemont Rd., Detroit, Mich. 48223. (313) 837-2421.

Mk 1 and 2 Spitfire spare parts galore! Write list of your needs to Ted Shumacher, Box 351, Pandora, Ohio 45877.

CIBIE "180" Iodine Quartz Driving Lamp; "180" I.Q. Fog Lamp; Both new — Stone shields included \$12.00 each postpaid. Bumper mounting bracket \$1.50 each; S.U.-3 carb Tool Kit — New — \$3.00 postpaid; AMCO Universal Luggage Rack \$12.00 postpaid. John Jennings, 33 Melrose Ave., Bergenfield, N. J. 07621. (201) 387-0111.

White tonneau cover for TR-4/4A. Perfect condition, \$20 post-paid. First come, first served. R. Langworth, "Dragonwyck", Hopewell, N. J. 08525.

Triumph Spitfire Mk 2, all competition equipment purchased, car is not fully assembled but all machine work is also complete. Call (201) 752-4195 or write Dan Kunz, 188 Carlton Club Drive, Piscataway, New Jersey 08854, for specifics. Will sell for best offer.

Triumph TR-3, TR-4A parts. Large personal inventory of engine, transmission and interior parts. Suspension parts plus miscellaneous chrome items for TR-3's. Also available TR-250 alternator and TR-4 competition parts. For further information contact: Edwin D. Rodriguez, 362 Oxford Street, San Francisco, California 94134. (415) 586-7102.

1969 TR-6, 24,000 miles, S-2 cam, 10.1 to 1 compression, headers, 2 HD 8 SU carbs, one and only Mallory dual point distributor for a TR-6, 4.87 posie rear, rebuilt trans., competition clutch plus many other extras. One of a kind with many spares and two carbs, cam, etc. \$3,500 or best offer. Raymond Shebell, 612 8th Ave., Asbury Park, N. J. 07712. (201) 775-3195.

1963 TR-3B, Red, H.T., W.W., O.D. Robert Morton, 3268 Caribbean Drive, Jacksonville, Fla. 32211. (904) 744-3441.

ITEMS WANTED:

Would like to purchase a hard-top for my 1964 Spitfire. Contact: Leon H. Scott, 1204 Craven Drive, Arlington, Texas 76012. (817) 274-0390. Will respond to all inquiries.

TR-3A or TR-3B for restoration. Prefer original car in good mechanical condition, not raced. State price and full details in first letter, include pix if available. All letters answered, all pix returned. R. Langworth, "Dragonwyck", Hopewell, N. J. 08525.

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.

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