



Triumph

TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

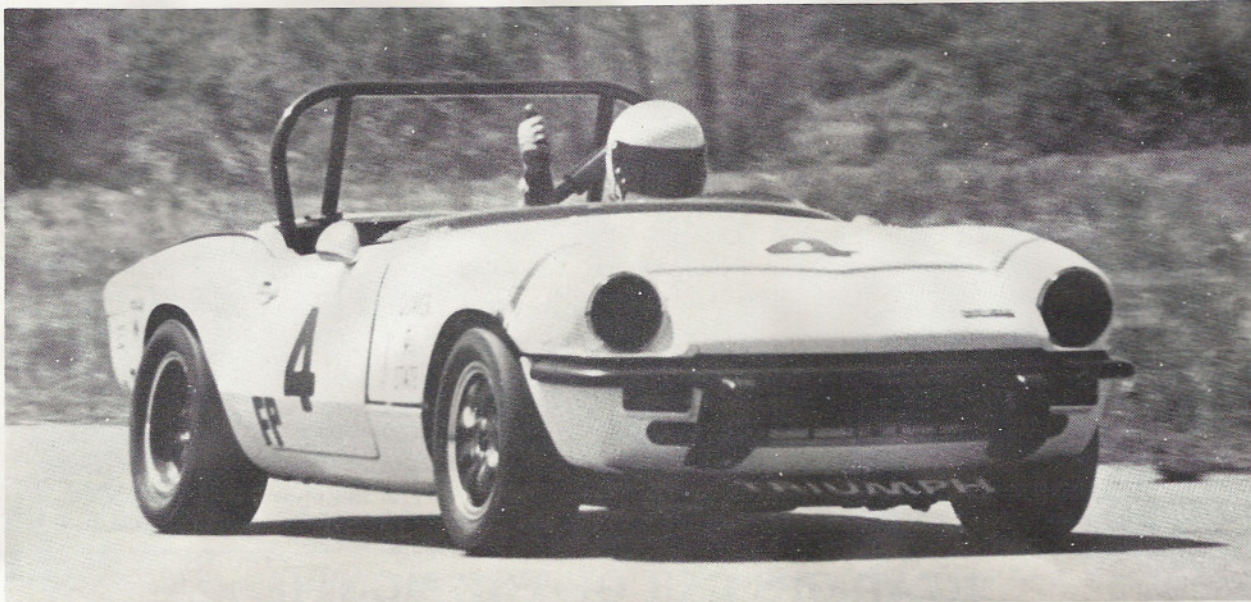
VOLUME 20, NUMBER 5

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

MAY, 1974

TRIUMPH RACE TEAM RESUMES ITS WINNING WAYS

Three different cars win three races at opening Bridgehampton meet



THUMBS UP! From victor John Kelly, in his Spitfire for 1974 sports car racing. He won F. Production and was fastest in practice at the Long Island races. John's very quick car has a new engine and front end modifications this year.

(A special commentary by insider Paul Brand, in charge of press information for Group 44)

With the fourth car still in the building stage back at the shop, three victories was a good day's work. That was the Group 44 story at Bridgehampton May 18th and 19th. Since this was the first Northeast Division National of the season, the British Leyland/Quaker State racing team was anxious to see "who done what" to his car over the winter, as well as test some of the new "goodies" on the team's three cars.

John Kelly had a new engine and new front end geometry for his Triumph Spitfire 1500. The engine was basically the same as the one that carried him to the F-Production National Championship last November at Road Atlanta with one exception, a lower compression ratio necessary

because pump gas available today is significantly lower in octane.

In the qualifying session, Kelly pushed the Spitfire to a pole winning time of 1:55.8.

Brian Fuerstenau, in his usual unflappable style, skipped the first practice session to make some adjustments to Kelly's Spit but in qualifying, after just 4 laps, put the E-Prod MGB into 2nd spot on the grid just 3/10ths of a second behind Bill Schmid's Porsche.

Bob Tullius was making his first appearance of the season in the Triumph TR-6. After watching John McComb drive the car at Virginia in April, Tullius was anxious to drive again—he is very unhappy as a spectator.

It didn't take him long to find the groove. He turned a 1:46.9 which gave him the pole in C-Prod and put him within one second of the fastest A-Prod 327 Cobra.

TRIUMPH WINS (Continued)

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In the... Fuerstenau followed Schmid for the first two laps and then pushed the Quaker State MGB past the Porsche as the two cars screamed down the hill toward turn one. He immediately opened up a 5 second advantage and held it to the flag.

Tullius broke from the pole in his race and within 5

laps had put 40 seconds between himself and the 2nd place Datsun 240Z of Bob Speakman. With no "C" cars to race against, Tullius decided to "play games" with the 427 Corvette of John Fuller. It was horsepower versus handling with the TR-6 out-braking and out-cornering the lumbering Vette but on the front straight, lap after lap, Tullius watched Fuller thunder past. This continued until Bob noticed that one of the hood pins on the TR-6 had come loose and he pulled into the pits to have it secured. As he re-entered the race, he still had 20 seconds on the Datsun and increased his lead to 35 seconds at the checkered.

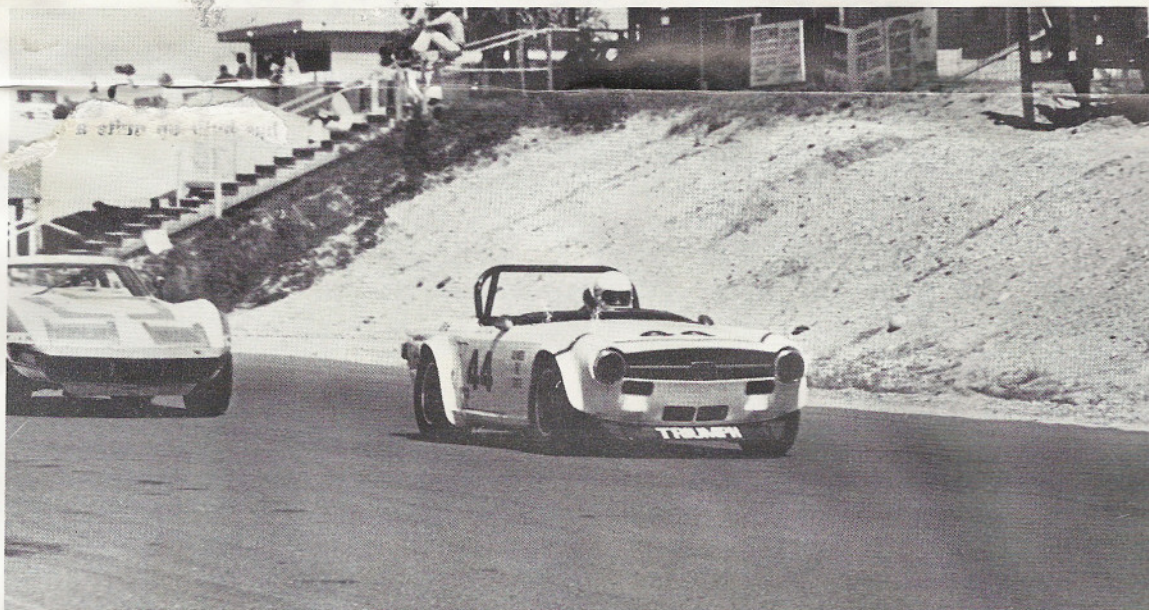
BRIDGEHAMPTON, N.Y. RESULTS

First North East Division SCCA National Races, 19 May 1974

F. Production: 1st John Kelly (Spitfire 1500)

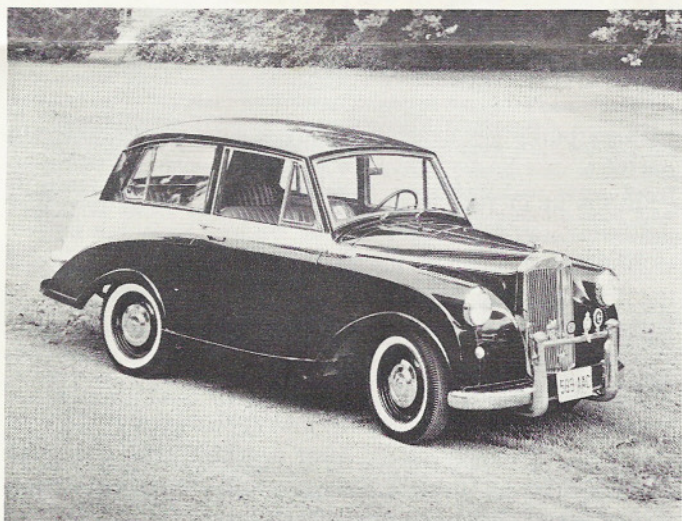
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TR6 DRAGS' VETTE: Actually Bob Tullius in the 2½-litre Triumph TR6 was a match for most of the much larger Corvettes at Bridgehampton; and he won his class, beating out the 240Z challenge.

READER'S CAR OF THE MONTH



TALK ABOUT IMMACULATE! Take a look at Dick Langworth's ivory and black 1953 Triumph Mayflower, which receives the accolade for this month's newsletter. Dick hails from Hopewell, New Jersey, is senior editor of Automobile Quarterly magazine, and—good news for Triumph restorers—he tells us he is organizing a Vintage Triumph Register.

TRIUMPHS FROM THE TOY BOX

Model car collecting can be rewarding: Toys from the Thirties fetch up to \$40

If you're a Triumph lover—and you must be or you wouldn't be reading this Newsletter—why settle for just one? Why not see how many and how many different ones you can find? It won't cost you much if you concentrate on miniature Triumphs, which of course is what we're talking about today. You're bound to enjoy the search. And any money you do spend acquiring a collection of model Triumphs almost certainly will appreciate faster than those same dollars in the bank. Even at 7½ per cent per annum.

It's still possible to find plastic kits of the TR-4 or GT-6 in a well-stocked hobby shop or chain-store toy department. Also, built-up 1/43 scale models of the Spitfire and 250. That's the easy way to start a collection and good for openers. But the real fun starts when you go back a bit and start looking for TR-2's and TR-3's. They're much more elusive, and it won't be easy. For the toy firms that once turned out early Triumphs, among other miniatures of that era, long since have switched their assembly lines to Pintos or Tornados or dune buggies or hot rods. Which makes TR-2's and 3's even scarcer in model form than the real ones are. (But cheaper.)

Where to find vintage Triumph toys

So where do you find these vintage TR-2's and 3's? You could start by looking in your son's toy box, in case it's still in the attic. Especially if he's now a teenager or older. Because back in the fifties and early sixties, he might very well have played with a metal or plastic Triumph right on your living room floor.

Check the garage and yard sales in your neighborhood—especially if they advertise toys as well as the usual household cast-offs. Try antique shops and antique shows, too. You might be lucky and come across a Japanese-made tin TR-3, with just minor scratches and only a few miles on the friction-type motor.

However, probably the best place to go tire-kicking for miniatures is at flea markets, particularly the automotive



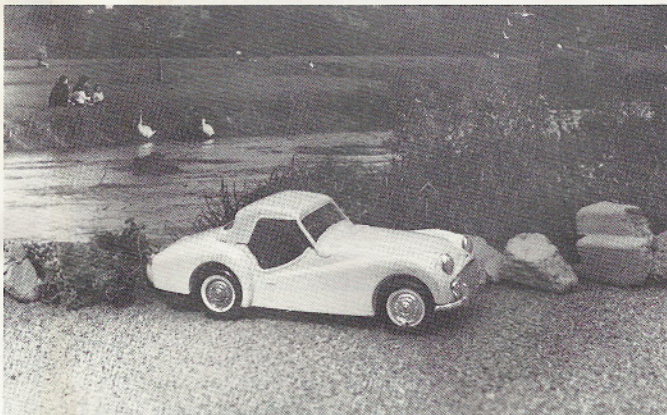
Reader Gordon Hoxie's collection of Triumph car toys and the original package boxes make them much more valuable.

kind. Vendors there sometimes have model cars for sale, along with hub caps from an ancient Maxwell and tie-rods from a model T Ford. And if you're very fortunate, you might find yourself dickering for a Corgi TR-2 with RHD, complete with driver.

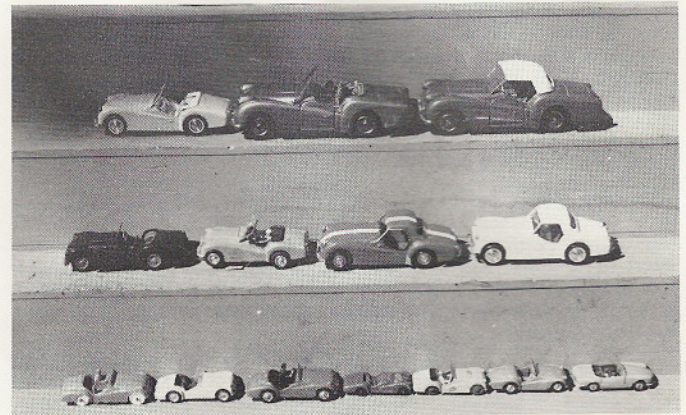
Hopefully, not too many flea market sellers will be reading this, otherwise the price of a used Dinky Toy TR-3, which sold new in the 50's for 85¢, will jump to five or six dollars. (Average current "Red Book" price might be half that.)

The fact is, if you start now you can put together a Triumph collection of 15 to 20 different models without dipping too deeply into the egg money. If you wait, well, consider this: certain Tootsie Toys of the Twenties and thirties that originally went for a dime apiece, now are tagged at 20, 30 or 40 dollars. And even some of the 39¢ Matchbox cars of the Fifties are being grabbed up by collectors for \$10 or \$15.

—GORDON HOXIE



A rare plastic model TR3, about 1/25th scale, posed for a fake photo against a calendar picture background.



Models come in many different sizes, in metal and plastic. All these seventeen are different, varying from 1/43 to 1/20th scale.

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PROMINENT TRIUMPH CLUBS

The Detroit Triumph Sports Car Club

Formed in 1959 the Detroit club claims that it "enjoys a successful reputation of long-standing and has been responsible for some of the finest sports car events in the area". They have two or three gymkhanas a year for both novice and expert, and as many as 4 to 5 rallies, apart from social events. They often draw entrants from Canada. Out of its 43 plus members, 95 percent own Triumph cars.

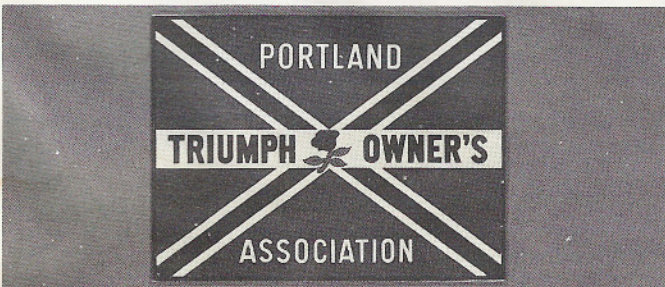
Chairman, Gilbert Parker. Secretary, Sandy Fisher, 23121 Colgate, Farmington Hills, Michigan 48024. Club publication (monthly), 'The Roadrunner'.

Portland Triumph Owners Association

This must be one of the most active and successful of the Triumph clubs. It has 44 paid up members and 98 percent of them own Triumph cars. The Portland club started in 1970 and its essential function and main focal point is to organize a Tour the last Sunday of each month. This is a repeat of their founding Tour and takes members to various spots of interest. They also get into participation with other clubs, such as the SCCA annual non-race week-end.

See special club badge illustrated, using the Union Jack and a red rose. Club is incorporated. Membership includes discount at several local parts dealers.

President, Spike Friedman. Secretary, Patricia A. Underwood, 7206 S.E. 83rd Ave., Portland, Oregon 97266 (775-4810). Club publication (monthly) 'Triumph Trax'.



THE PORTLAND CLUB has a beautiful red, white and blue badge (made in Spain!)

ITEMS FOR SALE:

D/P, Ex-Group 44 National Champ Car, immaculate inside and out, white with black letters, new paint, everything reworked for '74 season and new. 2nd place last race of season at Summit Point, West Va. Regional 4/7/74. Many spares including: 4/steel wheels, tires, overdrive, flywheels, clutch assemblies, gears, calipers, discs, suspension parts and you name it extras. Completely updated with aluminum flywheel, light valve gear, Stockton cam, American mags, latest Goodyear slicks, new dual electric pumps with aircraft lines, new steering and wheel, new SW gauges, will pass SCCA tech with flying colors. \$2,000, call John H. Sheally II, 3880 Va. Beach Blvd., Va. Beach, Va. (804) 340-7087.

Super Mk III Spitfire race car. SCCA NE Div. F-Production champion 1973. Finished 3rd 1973 ARRC. All the mods, prods, tricks and options. Fully prepared with full roll cage, fuel cell, minilites, latest tires, unbreakable axles, wide rear fenders, aluminum radiator, aeroquip lines, my best engine, etc. Car is like new, no dents, scratches or repairs. Just completed 1974 show season, fully ready for racing, \$6,500.

Triumph parts—vast selection of Mk III Spitfire parts including 118 hp. racing engine, 2 complete Detroit locker no spin differentials 4.1/4.55), new gearbox with overdrive, new tan seats, windscreen, heater, and many engine, suspension and body parts. Also complete set of TR3-B body panels (excluding nose). Call or write: Ken Slagle, 5007 Utah Ave., Harrisburg, Pa. 17109 (717) 545-8912.

ITEMS FOR SALE (Continued)

1968 TR250. Fresh paint, no rust, excellent condition, \$1,495. Will negotiate. Contact Ted Schumaker, RR 1, Pandora, Ohio (419) 384-3033.

1961 TR3, runs good w/hard top, soft top side curtains and tonneau cover. Parts car and an extra engine and o.d. trans. and rear end. \$650. for all. R. M. Vincent, Box 92, Louisville, Neb. 68037.

Parting out 1964 Spitfire, 1962 Herald 1200. Send stamped self-addressed envelope with your request. Jon E. Hardgrove, 2222 Lombardo, Cape Girardeau, Missouri, 63701. (314) 335-2735.

1972 GT6 Mk 3. Original equipment camshaft \$60. Original equipment distributor \$50. 2 Stromberg 150 CDSE carburetors \$150. New Lucas 15 ACR alternator/regulator \$75. New competition camshaft and push rods (S2), factory boxed \$85. Stephen E. Tanner, 1730 Helene Drive, Brookfield, Wisconsin 53005.

TR-4. Dismantled for parts. Will sell parts separate or best offer takes all. Many new suspension parts, Konis, roll bar, engine and transmission in good condition. Call before 7:30 a.m. at (717) 944-7691 or at (717) 233-0528 between 5-9 p.m. Robert J. Shope, 18 Campbell Place, Camp Hill, Pa. 17011.

1961 TR-3A. Engine sound, body fair. Some parts included. 3 extra wheels, 4 new G-800 tires. Asking \$350. or best offer. Denis Meredith, 6202 Westover Dr., Mechanicsburg, Pa. 17055.

1956 TR3. Small grille with O.D. (restorable). 1957 TR3 can be used for parts. 1958 TR3 with wire wheels (driven every day). Hard top for TR3. Will sell all three one price—\$600., including hard top. Call if interested: Harold Knasel, 1315 Pythian Ave., Springfield, Ohio 45504 (399-8654).

AM-FM radio for TR-6. Custom unit with push buttons and tone control. Excellent condition. Best offer will be accepted. Ira B. Perelle, 1234 Midland Ave., Bronxville, N.Y. 10708 (914) 337-8892.

1959 TR3A (original owner). Red body with black top. Wrecked with left front in bad shape. Approx. \$500 to restore, if work done yourself. Always kept in garage and serviced at authorized Triumph Dealer. Complete with tonneau, top and boot. New Arbarth exhaust system. For sale to highest bidder . . . will not accept less than \$500 offer. Ned R. Lavengood, 1015 Oak Hill Road, Downers Grove, Illinois 60515 (312) 964-3802.

Front bumper for TR-2 or TR-3, excellent, needs no straightening or replating. \$30 or will trade for similar condition bumper for a TR-3A. Dr. E. F. Keuchel, 812 Piedmont Dr., Tallahassee, Fla. 32303.

TSOA SUPERMARKET

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
TSOA Handbook, 2nd Edition	\$2.00
Supplement to TSOA Handbook, 1973	\$.75
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Mk-I-II-III Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
Competition Parts list (Specify model)	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount—1 Dozen)	\$10.00
Official Triumph Jacket Emblem	\$.50
Triumph Sports Car Champions Jacket Emblem	\$.50
British Leyland Competition Stickers, Mylar	3 for \$1.00
Triumph history 34-page reprint ("Automobile Quarterly")	\$1.95
"Triumph—50 Years of Sports Car" history poster	\$3.00

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.

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