



T S O A

NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION



600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 17, NUMBER 11-12

NOVEMBER-DECEMBER, 1971

BEST WISHES FOR 1972!

'72 Spec Changes Announced

The '72s are here — they are already being sold in most parts of the country. They look the same, but there are some alterations, primarily under the hoods.

Spitfires for '72 will have a black painted rear panel. In common with the GT-6 and TR-6 Spitfires will be available in new Mallard, Emerald Green and Pimento Red as well as most of the familiar colors.

Open the hood and the power plant appears the same. However compression ratio is 8 to 1. The other major modification to the Spitfire is a return to the 4.1 standard rear end ratio.

Virtually unchanged for this year, the GT-6 also has 8 to 1 compression.

The TR-6 exhibits the most visible under-hood changes. Compression is down to 7.75 to 1 with no loss in brake horsepower. Prime reason for this is the redesigned intake and exhaust manifolds. The exhaust system is full dual all the way back for even better breathing. A new fan is fitted.

The full list of new specifications is on Page Two.

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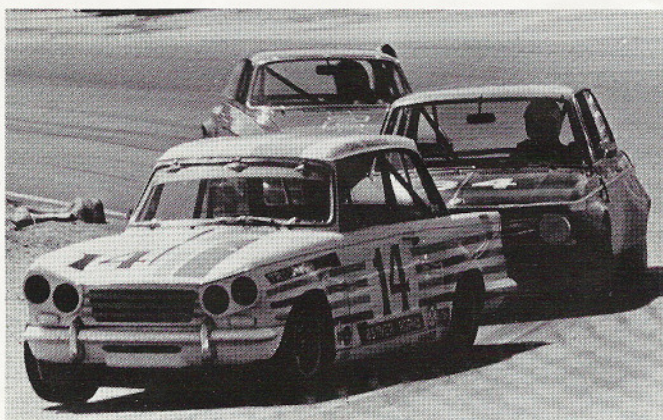
Marshall Meyer Tops TR Contingent at ARRC

1971 saw 27 TRs entered in four production classes at the ARRC. 12 were SCCA divisional champs. Marshall Meyer, now National G Production champion, emerged the only victor. Here's the list of divisional champs.

SP	Lee Mueller	TR-6	CP
	Lee Mueller	Spitfire	FP
NP	Roger Hettrick	GT-6	DP
	Gene Osborne	Spitfire	FP
	Marshall Meyer	Spitfire	GP
SW	Jim Ray	Spitfire	FP
	Randy Knowlton	Spitfire	GP
NW	Dave Dooley	GT-6	DP
	Jim Speck	Spitfire	FP
NE	Brian Fuerstenau	GT-6	DP
	John Kelly	Spitfire	FP
SE	Gary Ouellette	Spitfire	GP

Past ARRCs have offered a real mixture of weather but, on the average, it has been on the cool side. The

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The lone Triumph entry in the '71 Trans-American Sedan Championship was this Vitesse 2-liter six, prepared by Kastner-Brophy, Inc., and driven by Carl Swanson. The car is similar to a Herald but with a GT-6 engine. In racing form it uses three Weber carbs and develops over 200 bhp. Carl is shown here at the Riverside 2.5 Challenge event in October.



Marshall Meyer, Livermore, California, is the 1971 National Champion in a GP Spitfire. In the hotly competitive event at the American Road Race of Champions, he pulled out a 16 second lead to romp home over the nation's best G drivers. Marshall was Northern Pacific Divisional winner with a record of four wins and two seconds.

1972 SPECIFICATIONS

MODEL	SPITFIRE MARK IV		GT-6 Mk. 3		T.R. 6	
YEAR	1972		1972		1972	
COMMENCING SERIAL #	F.K. 25,001		KF 10,001		cc 75001	
ENGINE CODE	(Family) T.C.		(Family) T.B.		(Family) T.B.	
NO. OF CYL.	4		6		6	
BHP	58 @ 5500 RPM SAE 54 @ 5500 RPM		85.5 @ 5500 RPM SAE 79 @ 4900 RPM		112 @ 5000 RPM SAE 106 @ 4900 RPM	
COMP. RATIO	8.0:1		8.0:1		7.75:1	
CAPACITY	79.2 ci.	1296cc	122 ci.	1998cc	152 ci.	2498cc
BORE	2.9"		2.94"		2.94"	
STROKE	2.99"		2.992"		3.74"	
CLEARANCE, INLET	.010" Cold		.010" Cold		.010" Cold	
CLEARANCE, EXHAUST	.010" Cold		.010" Cold		.010" Cold	
CARB. TYPE	Single Zenith 1.50		Twin Zenith 1.50		Twin Zenith 1.75	
SPARK PLUGS & GAP	Champion UN 12 Y .025"		Champion UN 12 Y .025"		Champion UN 12 Y .025"	
DIST. POINT GAP	Delco .015"		Lucas .015"		Lucas .015"	
DWELL	38-40°		40-42°		34-37°	
FIRING ORDER	1-3-4-2		1-5-3-6-2-4		1-5-3-6-2-4	
IGNITION, STATIC	6 ATDC		6 BTDC		10 B.T.D.C.	
IGNITION, DYNAMIC	2° ATDC @ Idle		4° ATDC @ Idle		4° ATDC @ Idle	
IDLE RPM.	800-850		800-850		800-850 RPM	
A.F. RATIO & CO.	(14.4-13.6) .5 to 2.5%		(14.4-13.6) .5 to 2.5%		(14.4-13.6:1) .5-2.5%	
ELECTRICAL SYSTEM	12V Negative		12V Negative		12V Negative	
BATTERY CAPACITY	40 Amp-Hr.		56 Amp-Hr.		57 Amp Hr.	
ALTERNATOR, TYPE	Lucas 15 ACR		Lucas 15 ACR		Lucas 17 ACR	
ALTERNATOR, OUTPUT	28 Amps		28 Amps		36 Amps	
REAR AXLE RATIO	4.11:1		3.27:1		3.7:1	
TIRE/WHEEL SIZE	4½J. Rim	5.20 S 13	4½J. Rim	155 SR 13	5½J. Rim	185 SR 15
PRESSURES, NORMAL	21 F	26 R	24 F	30 R	20 F	24 R
PRESSURES, FULL LOAD	21 F	26 R	24 F	30 R	20 F	24 R
FRONT TOE-IN	1/16 to 1/8 T.I.		1/16 to 1/8 T.I.		1/16 to 1/8 T.I.	
REAR TOE-IN	1/16 to 1/8 T. out		Para +/- 1/32		0" to 1/16" T.I.	
CASTOR	4°		3½°		2¾°	
CAMBER	3° Pos.		2¾° Pos.		¼° Pos.	
K. P. I.	5¾°		6°		8¾°	
CAPACITIES						
COOLANT	9.6 pts.		13.2 Pts.		13.2 Pts.	
ENGINE OIL	8.4 Pts. Drain/refill		9.6 Pts. Drain/Refill		9.6 Pts. Drain/Refill	
TRANSMISSION	1.8 Pts.	3 Pts. o/drive	1/8 Pts.	3 Pts. o/drive	2.4 Pts.	4.2 Pts. o/drive
REAR AXLE	1.2 Pts.		1.2 Pts.		3.0 Pts.	
GASOLINE	9.9 Gal. U.S.		11.7 Gal. U.S.		13.5 Gal. U.S.	
WEIGHT	1708		2030		2390	
WHEEL BASE	6'-11"		6'-11"		7' - 4"	
TRACK FRONT	4'-1"		4'-1"		4' - 2¼"	
TRACK REAR	4'		4'-1"		4' - 1¾"	

ADDITIONAL INFORMATION

Spitfire

Change in rear axle ratio from 3.89:1 to 4.11:1

Letter U in Serial number and engine number denotes U.S.A. specification vehicle.

ADDITIONAL INFORMATION

Redesigned inlet and exhaust manifold.

Temperature/Vacuum shut off valve.

New engine cooling fan.

Dual exhaust pipe from manifold and new muffler system.

Letter U in serial number and engine number denotes U.S.A. specification vehicle.

ARRC— *Continued from page 1*

1971 event went the average a little better. Although not as cold as 1970 when it dropped to 13 degrees during practice, Atlanta belied its southern location and dealt out a series of 40-50 degree days that had everyone looking for someplace to keep warm. Rain came as well, on Wednesday practice, but aside from ruining several hundred pairs of shoes and sponsoring a few colds, the wetness caused only a flood of gripes.

Bob Tullius Injured

Tuesday the 23rd was the first day of practice and the various groups struggled around, some learning the course, some trying new suspension settings, some new engines. All were fighting the problems generated by cold air, a cold track surface and "trick" tires. It may have been the last item that sent Bob Tullius spinning off turn 5 part way through the C-DP practice. Workers on the corner said that the car spun one way, Bob held it momentarily, then it spun the other way and went off the outside of 5 into a dirt bank.

The side-on impact shook Tullius severely and he wound up in Hall County Hospital in Gainesville, Ga., with a couple of broken ribs, a punctured lung and no chance of running the race. Both he and the TR-6 were out of it. Transferred to Georgia Baptist Hospital in Atlanta, Bob improved rapidly and is now fully recovered and back at work.

G Production a Runaway For Meyer

The '71 ARRC offered racing on three days instead of two and one of the Friday events was for GP and HP. 37 cars sat on the false grid . . . the big field made possible by Road Atlanta's 2.5 mile length. At the end of 17 laps and 30 minutes of racing, Marshall Meyer, Livermore, California, was the winner by a margin of 16.3 seconds.

Meyer is 34 and has been racing for six years. He had 4 wins, 2 seconds and a DNF in the '71 season, driving a 1966 Spitfire Mk 2. His wife, Jeanette, can be seen in the pits with stopwatches and clipboard (incidentally, she was also to be seen in the British Leyland hospitality vehicle, being very helpful) Marshall is an engineer with a Ph.D. from the University of Illinois which probably helps the car go faster.



Bob Tullius and Lee Mueller tried each other on at arm wrestling prior to the ARRC. Their Road Atlanta confrontation never came to pass but look for a real battle in '72!

No other car was even close to Meyer's yellow Spitfire after the first lap or two. Unfortunately, no other Spitfire could stay with him . . . the nearest was Emmett Whiten-ton, Lubbock, Texas, who finished 8th. 2nd and third spots were taken by MG Midgets, driven by Tom Tuttle and Al Hatch. An early charge by Erwin Lorincz, Spitfire driver from Trenton, N.J., lasted only one lap and he retired with mechanical problems while lying third.

Mueller/Kelly Settle For 2nd/3rd In FP

1971 was the year of the independent driver at Road Atlanta. Time after time, the big factory team drivers were challenged by the skill of drivers who do their own work in the family garage. Several times, the independents won. Such was the case in F Production when Larry Campbell of Detroit, Mich., took the win, driving the race of his life, keeping his Sprite only a few tenths of a second ahead of Lee Mueller's Kastner-Brophy Spitfire Mk 4.

Campbell received a well-earned award from the Road Racing Drivers Club for his performance while Mueller had to settle for second. John Kelly, driver of the Group 44 Mk 4, was third. No simple statement can describe the battle that these two put on for second spot . . . they ran no more than a foot or two apart throughout the race and only a slight margin of power enabled Mueller to stay ahead. Both were closing on Campbell at the finish.

The story could have been very different. Ken Slagle, who finished a strong second in the Northeast Division in his Spitfire Mk 3, had the distinction of being noticeably faster than anyone else in the class during practice and qualifying despite the fact that Jim Ray had nipped in ahead for the pole position. When the starter's flag fell (the FP group had the only double pace lap of the week-end due to an accident on lap #1) Ken dropped back to third behind Campbell and Mueller but, after a lap or two, was ahead. "Ahead" that is, when Campbell wasn't and the two drove a furious race for several laps until Ken was able to pull out a slight lead.

The lead lasted through the 8th lap when Ken was forced to pull in. A broken rocker pedestal stud had ended his bid. There was no doubt that he had it won if he had been able to maintain his early pace. Well . . . next year.

Gene Osborne, Petaluma, California, crashed in qualifying for FP on the now infamous turn 5. He suffered



Ken Slagle set out to bring home the bacon in FP at Road Atlanta and was doing it for eight laps until mechanical problems sidelined his effort. That's FP winner Campbell behind.

second degree burns from fire due to a ruptured fuel cell but is now recovering well.

"Almost" Doesn't Make It

D Production shaped up to be GT-6 vs. Datsun 2000 with only the Lotus 7 of Chris Gahman to complicate the conflict. The Datsuns were very fast indeed and, at the start of the race, the leading Triumph was Brian Fuerstenau's Group 44 car, 4th on the grid. Don Devendorf, last year's EP champ in the old swing-axle GT, was way back after mechanical problems in qualifying.

At the start, the Datsuns of Gene Felton, Bob McQueen and Dave Frellson pulled away, leaving Fuerstenau to charge as best he could while Devendorf worked his way through the pack. Felton retired early and Frellson slowed, leaving McQueen to the lead. Fuerstenau, although only a few seconds back, could not improve his position fast enough and Devendorf, with a little edge on speed, finally passed him to move into second place and take a shot at the flying McQueen.

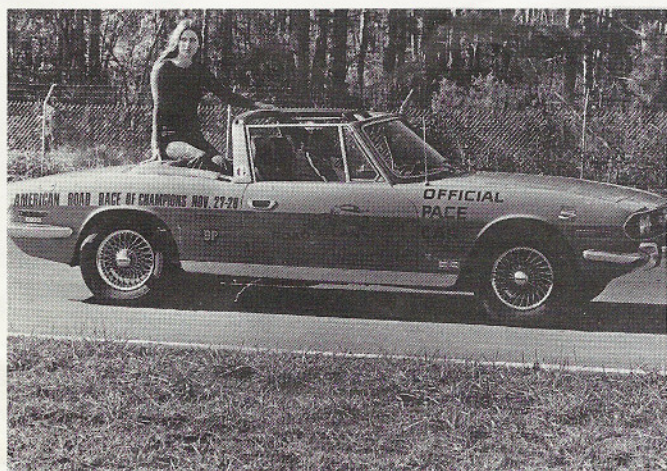
There were elements of the 1970 battle between Carl Swanson in a GT-6 and Jim Fitzgerald's Datsun as Devendorf got closer and closer. On the next to last lap he was less than a second behind and, as the cars appeared under the bridge at the top of the hill to charge down to the flag, Don was pulling up beside McQueen.

However, there was traffic in the way. A very slow Datsun, several laps behind, was cruising down the hill, right on the line. McQueen just managed to pass, leaving Devendorf to follow across the line with no chance to get ahead. It was a grand race for both and they were presented with the Remington "Close Shave Award." The award consists of a Remington shaver and cash to the victor and the shaver alone to the second place driver.

Fuerstenau followed the leaders across the line to make it another 2-3 finish for Triumph.

No Contest in CP

The Datsun 240Z, with a horsepower advantage over the TR-6, is very difficult to beat. It requires both a perfectly prepared TR and a superior driver. Until Bob Tullius' accident there were two car/driver combinations which met those requirements. With Bob out, only Lee



One of the official Road Atlanta pace cars is this Triumph Stag. Other British Leyland products appearing at all Road Atlanta events are a TR-6, MGB and Jaguar V-12.



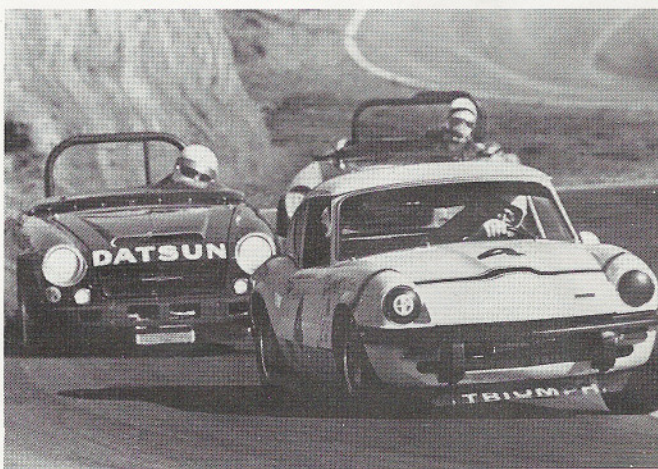
Here's Warren Mockler, Indianapolis, Ind., posing with his CenDiv Solo II-prepared TR-4A. Warren is 17 and won the "Best British Leyland" award at the 1971 CenDiv Solo II Championships, Defiance, Ohio, October 30-31. Congratulations!

Mueller was left as a real challenger in the Kastner Brophy car. He was on the second row of the grid. A few rows back, in a smart blue TR-6 sat T. J. Kelley, who was destined to finish very well.

It was obvious from the start that John Morton and Bob Sharp in 240Zs would be virtually impossible to catch. Mueller, driving steadily and using his car to the utmost, passed Jim Fitzgerald and Dan Parkinson to take over third spot. Then, after 16 laps, the TR began to lose power and it was pointless to continue. Lee pulled into the pits.

Kelley steadily improved his position and his lap times, eventually finishing fifth, an excellent job. This is T. J.'s first year with Triumph after several in a Morgan and we expect him to be tops in the Southeast Division in 1972.

The '71 ARRC was a mixed bag of success and the lack of it from Triumph. Racing luck was a big factor but one message came through loud and clear. It is still possible for the independent driver to win big in SCCA competition. Support programs, like the British Leyland program, availability of special parts and tuning information, plus plenty of labor and mechanical know-how, enabled several drivers to vanquish the big teams at Road Atlanta. We congratulate them and look forward to even better competition in 1972.



Brian Fuerstenau went faster and faster during the DP race but managed only a third place. Here he is in turn 5, showing his heels to a pair of Datsun 2000's.

TRIUMPH WINS JAMAICAN RALLY

Outright winners of the 1971 Carreras Jamaican Rally were former British Leyland works crew Brian Culcheth/Johnstone Syer in an unmodified Team Castrol Triumph 2.5 P.I. Mk. 2. Culcheth/Syer were the first Europeans to win the gruelling rally and the Triumph was a lone entry from Robinson & Co. Ltd. — The Triumph distributors on the Island.

As a result of generous sponsorship a first class international entry was received, and Culcheth/Syer were up against such opposition as Andrew Cowan, Timo Mäkinen/Gunnar Palm, Colin Maikin and Canadians Tom Jones/Jim Peters.

Culcheth now takes up the story of his Jamaican success:—

Three British drivers — Andrew Cowan, Colin Malkin and myself — were invited to compete and it was intended that all of us should have local co-drivers. However, suitable crews could only be found for Malkin and Cowan, so at the last minute we had to fly out my regular co-driver Johnstone Syer.

As only six of the 45 entries had two-man crews, we also decided to go with the majority and persuaded John Dawson, Managing Director of Robinson & Co., to become the “third man” and act as timekeeper.

The rally is Jamaica's preview sporting attraction and a large crowd turned up for the 8:00 p.m. start at the National Stadium, Kingston.

The first two special stages were run over comparatively smooth roads and Mäkinen put up the fastest times on both with ourselves being second fastest. As the night drew on, the sections became steadily worse and we were continually wondering if we were on the right roads as the maps did not appear to bear any relationship to the roads we were on!

After a spectacular sunrise, the average speed had dropped to 20-25 m.p.h. but the roads were extremely rough, more suitable for donkeys than cars. After winding our way through the Bauxite Mines we arrived at Montego Bay for a rest halt. Much to our surprise we found that we were in third place overall.

Most of the crew slept during the halt and we awoke

to the sound of heavy rain. In the sticky conditions our Dunlop Weathermaster tyres came into their own.

However, on the first section we thought we were in serious trouble when the engine started to hesitate badly. It was just as if we were running out of gas. We checked the fuel and metering unit but could find nothing wrong. I then had a hunch and removed the filler cap, and there was immediately a rush of air into the tank. It appeared that mud had built up under the rear of the car and blocked the tank vent resulting in an air lock. The next control was 10 miles away, but after some hectic motoring we were only 8 minutes late.

Christopher Columbus' landing place — Discovery Bay — was the breakfast halt. At breakfast we found we had only lost 10 minutes, due to the air lock. This performance was 52 minutes better than anyone else. We had also been fastest over the night special stages.

More special stages followed breakfast, and after one very dramatic stage, there was a pleasant lunch stop at the Jamaican Playboy Club where we were met by a bevy of bunnies. It was hard to drag ourselves away from that sort of company, but the rally continued with the only non-stop average speed section. Most crews were too tired to work out the complicated mathematics, so everyone drove as near to the average as possible, hoping that when they reached the secret checks they would be on time. The 130-mile section had five controls and we lost six minutes, three due to a puncture and the remainder due to the heaviest rain I have ever seen. It was more like a speed boat race than a rally.

The final night involved more tricky navigation with three special stages before the finish. However, two of these were cancelled, so the rally finished with a fantastic reception at the National Stadium, Kingston.

RESULTS

PENALTY

- | | |
|---|------|
| 1. Brain Culcheth/Johnstone Syer/
John Dawson (Triumph 2.5 P.I.) | 1486 |
| 2. Andrew Cowan/J. Ramsden/M. Henry
(B.M.W. 2002) | 2193 |
| 3. Dave Pantan/R. Weston/D. Trendell
(Volvo 144S) | 2656 |



Despite the relaxed island atmosphere, tension mounted as the time to start came on. Driver Culcheth sits ready (it's not flopped . . . right-hand drive car!) and navigator Syer peers out the window ready for the starter's signal. John Dawson, not an experienced rallyist, looks too relaxed in the back.



Trophies for the Carreras Jamaican Rally were presented to the winners by the Governor General of Jamaica. Receiving the cups are (L to R) John Dawson, Managing Director, Robinsons of Jamaica, the Triumph distributor, Johnstone Syer, navigator and Brian Culcheth, driver.

CLASSIFIED

ITEMS FOR SALE:

Restored composite TR-3. Rebuilt from the ground up, special lime green lacquer, mahogany dash and door panels, new chrome and body panels where needed, new front suspension, steering and radial tires. TR-4 trans and rear end, stereo system. Over \$2500 invested, asking \$1200. Chris Traugher, 29427 S. Bayend Dr., San Pedro Calif. 90732.



S.U. Carbs 1¼-inch with air cleaners, heat shield and intake manifold and all linkage, \$30; including postage. Fiberglass racing seat with vinyl cover, \$18.50; including postage. C. Halstead, 212 Butternut Rd., Sea Girt, N.J. 08750.

For Spitfire Mk II, Herald 1200 or 12/50: Two 1½-inch S.U. carbs with Stellings & Hellings chrome air cleaners and spare parts, stock Mk II type intake and extractor exhaust manifolds, and various other parts. Alexander A. Draghi, 92 West St., Windsor Locks, Conn. 06096. (203) 623-4380.

Four (4) Michelin X Red Band (185 x 15") tires with 5½" x 15" rims. Excellent condition, used 3,000 miles, \$130. Two (2) Goodyear snow tires will fit TR-4, 4-A, 250, 6. Used one season, \$20. All items sent freight collect. Robert Marconi, 2427 South Oakley Ave., Chicago, Ill. 60608.

GT-6 wire wheel, excellent condition. Service manual with competition manual and set used snow tires for Spitfire. Best offer. John Griswold, Jr., 5754 N. 19th St., Philadelphia, Pa. 215-WA 7-4733.

TR-250, Green/black, 29,000 miles. Good condition. Rebuilt transmission, Stebro exhaust, R/H reverb, \$1650.00 firm. Jerry Law, 683 Park Pl., Brooklyn, N.Y., 11216. 212-UL 7-5408.

TR-4A tonneau cover, black, perfect, \$25.00. Two new Dunlop 185/HR/15s with new tubes on TR-250 rims, \$100.00. Two Goodyear 185/15, slightly used, on TR-6 rims, \$40.00. John J. Barta, Box 803, Huntington, N.Y. 11743. 516-HA 7-0950.

Two like new Pirelli Cinturato snow tires and tubes 155SR-13 inch and Triumph GT6-GT6+ Workshop Manual (factory official issue) with TSOA GT6+ Competition Preparation Manual. The lot goes to the first reasonable offer. Milton Makoski, 131 Ward Street, Naugatuck, Connecticut, 06770. Phone: (203) 829-5241—Days; (203) 729-4769—Nights.

2 Stromberg 175 CDSE carbs \$30.00. TR-3 tach, \$5.00, '61 TR-3 engine, less carbs, \$50.00. Porsche 356A complete black interior and other numerous parts. Ron Leech, 2175 NE Catawba Rd., Port Clinton, Ohio 43452.

1953 Triumph Mayflower. Body very good, running condition and running gear good, interior fair. Owners manual, TR-3 and 4 parts. Richard Lauger, RD #1, Pittsfield, Pa. 16340, 814-489-3364.

TR-3 head, good condition, \$25.00. Richard Breunger, 300 Forrest Ave., Lot 94, Springfield, Ill. 62702, 217-523-3593.

Set of 4 new Hepolite 87 mm. piston rings and liners, still in the box, \$85.00. New TR-2 and 3 black amco top, never been opened, \$45.00. Near new, Detroit no-spin rear end and 4:55 to 1 gear set \$85.00. Plus many more parts for TR-2 and 3's, all prices are postage paid. Bill Redinger, 10612 Izard St., Omaha, Nebr. 68114. (402) 393-8312.

TR-4 Transmission, '66 model, 53,000 miles, good condition, good gears, make offer. TR-3 Factory hardtop, good condition. Best offer. Randy Sanders, 25 N.E. 60th Street, Portland, Oregon.

Spitfire '67—27,000 miles, wire wheels, good tires, good body, hard and soft tops, strong engine, good mechanical shape. Reasonable. Call Pete Hayles (201) 341-1199.

TR-3 transmissions, rear end, engine parts, fenders, other body parts, wire wheels; one TR-4 trans. with overdrive, one Judson Supercharger complete with additional spare parts. Call Richie (201) 968-6808.

TR-4 '63 needs some body and interior work, mechanically a good car. Call Richie (201) 968-6808.

1970 GT-6+, immaculate condition, 12,000 miles, stereo FM-8 track and custom cover included. A fine auto. Make reasonable offer to: Joseph Brennan, 1044 Adella Ave., Coronado, Calif. 92118 (435-9293).

Four "American Racing" Mags. Wheels 15", fits TR-4, TR-250 or TR-6, \$120. Contact Paul Gafney, 53-20 62nd Street, Maspeth, New York 11378 (212) HA 4-3929.

TR-4 and TR-3 parts; engines, gearboxes, body panels, suspension, instruments and most anything else. John Taylor, 14 Miner Street, Greenfield, Mass. 01301 (413) 773-3771.

1969 TR-6, immaculate, White with 19,000 miles, wire wheels, bumper guards, Michelin X tires, radio and arm rest. For further information write or call: Arthur Oaks, 151 Barlow Drive, Brooklyn, New York (212) 763-9591.

'63 Spitfire, suitable for preparation as race car or street car—runs. \$200. Various '70 Spitfire Mk III parts, windshield and frame, top, top bows, doors. Garry Ford, Box 362, Blu. Rdg. Summit, Pa. (717) 794-2203.

ITEMS WANTED:

Five wire wheels with trunk lids and knock-offs, for TR-3, one 164/15 Michelin X, front left and left door for TR-3A. No dents or rust and within 250 mile radius of Springfield, Ill. Richard Breunger, 300 Forrest Ave., Lot 94, Springfield, Ill. 62702, 217-523-3593.

TR-3 in good running condition. Prefer partial restoration. Interested in joining local car club. Vincent Bellino, 1800 W. Colonial Dr., Orlando, Fla. 32804.

Need "Surry top" for '65 TR-4A. Need all parts including rear glass and frame, tubular frame, etc. Ken Fowler, 8104 Rider Ave., Balt., Md. 21204. 301-823-5615 (home) or 301-866-1900 (office). Need overdrive and Weber carb kit for TR-250. James Singiser, Jr., 243 Colrain Rd., Greenfield, Mass. 01301.

Need 1969 Spitfire Mk 3 hardtop and factory maintenance manual. Michael P. Cangen, 7616 12th Ave., Brooklyn, N.Y. 11228. 212-680-4869.

HELP! In dire need of new or slightly used black bucket seat, driver's side, for early TR-6—with or without floor track. If anyone has one he doesn't know what to do with, or knows where I might be able to obtain one, please, PLEASE, let me know. Carolyn del Mage, 211 Caroline Street, Apt. J-12, Cape Canaveral, Fla. 32920. (305) 783-0880 after 5:30 p.m. and on weekends.

Hardtop for '66 TR-4A. Randy Sanders, 25 N. E. 60th Street, Portland, Oregon.

Mainshaft for TR-4 overdrive gearbox and set of competition push rods for TR-4. John Taylor, 14 Miner Street, Greenfield, Mass. 01301. (413) 773-3771.

TR-3 hardtop used. Jim Moir, c/o IBM, 675 W. Market Street, Lima, Ohio 45801. (419) 227-1011.

Competition parts for Mk III Spitfire. Want cam, competition valve springs, headers, etc. Also, want dual carb manifold for Mk III Spitfire. Garry Ford, Box 362, Blu. Rdg. Summit, Pa. 17214. (717) 794-2203.

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.

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