



TRIUMPH

T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION

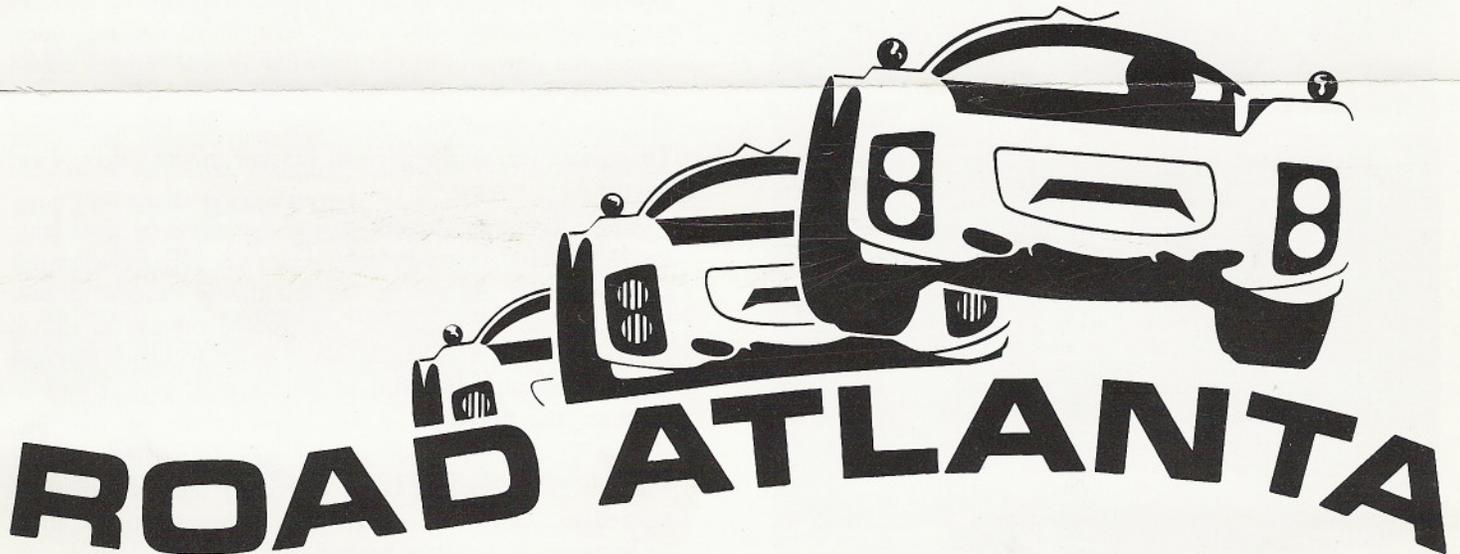


NEWSLETTER

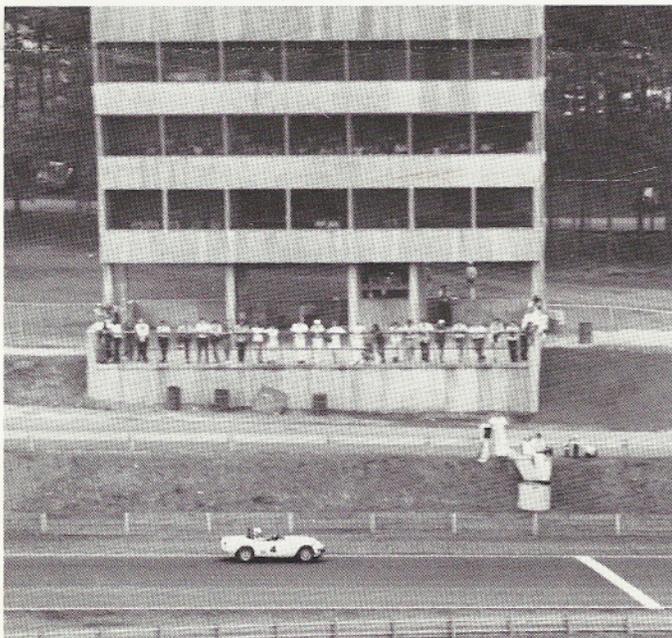
600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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OCTOBER, 1970



ARRC PREVIEW



The 20 or so TR drivers who will be competing at Road Atlanta have a real race course to look forward to. The no-challenge banking and flat infield of Daytona are gone. Riverside is challenging, but wait 'till you get to Road Atlanta — this will be one of the most famous courses in America in just a few weeks.

From a low point at the pit straight, the track sweeps right and uphill into a series of bends both fast and slow including downhill esses and a tight left uphill which is blind to the approaching driver. Then an undulating straight, a pair of rights and on to the main straight. This is 3,000 feet long and finishes in a downhill right, an uphill left and a right under the infield bridge which has its apex out of sight **beyond** the bridge!

The unwary driver who passes under the bridge at speed without knowing exactly what he is doing is in trouble. The track drops steeply down to a sweeping right onto the pit straight. Parallel to the left is the pit entrance lane and our unwary pilot may find himself headed into

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Colorado Club Re-Activated

After some period of inactivity, the Colorado Area Triumph Owners, Inc. club has regrouped and is again very active in the Colorado area.

We would like to reaffirm our affiliation with TSOA and we would appreciate your returning our name to your active mailing list.

We would also appreciate a mention of this club in the TSOA newsletter so that TR owners in the Rocky Mountain area may know where to contact us.

All correspondence may be directed to me at the below address.

Thank you.

Bonnie Ware
Secretary/Treasurer
C.A.T.O.
969 Downing St. #503
Denver, Colo. 80218



Road Atlanta may be the most challenging course in the country. Here is a view of the downhill esses from one of the more popular spectator areas.



The race of the weekend was for 2nd in FP between Gordon Smiley and Bob Speakman, Spitfire and Datsun. Smiley took the trophy for 2nd and Speakman crashed for 3rd.

PREVIEW —

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the pits with little time to recover and get back on course.

Away from the track for a moment. Road Atlanta buildings are something else. Architecture at a race course? You bet — Swedish modern (or something) tower, concession stands and rest rooms. The rest of the tracks in the country, where wallboard and concrete block are the living end, should come and observe.

Qualifying times were erratic as drivers who had missed the August Regional sought to learn the fast line. On Saturday, John Kelly lowered the FP lap record by a second or so to take the pole in the Spitfire and led from the start to win. The real contest was for second between Bob Speakman's Datsun and the Mk 3 of Gordon Smiley, Shawnee Mission, Kansas. After several laps of nose to tail racing during which each was ahead several times, they came downhill to the flag side by side. Smiley edged ahead for the win while Speakman got two wheels on the dirt, dug in and rolled just as he crossed the finish line. There was serious damage to the car but the driver was unhurt.

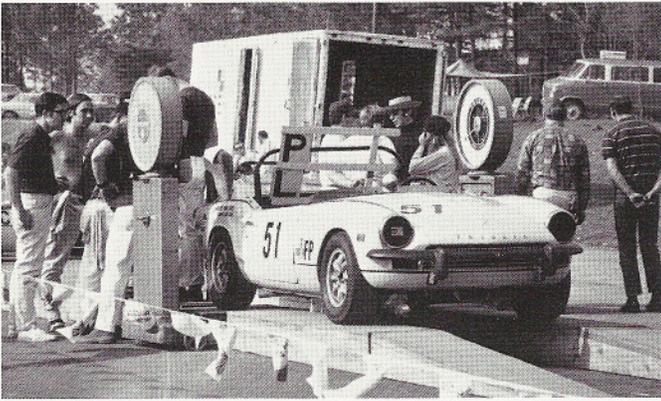
Many Triumph drivers, already assured of qualifying for the ARRC, were present. One was NE Division GP champion Jim Aaronson. He led the G race with ease until, late in the event, he was forced off course into a guard rail by another car involved in an accident. Damage was considerable but Jim is unhurt and the car will be fixed for the ARRC.

Don Devendorf came all the way from Los Angeles with his E Production GT-6 to try for the two points he needed to qualify. He got them and then some . . . nine, to be exact, and will be back in November.

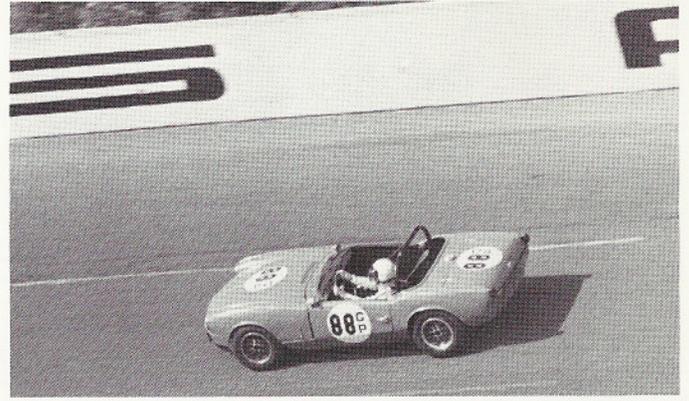
Group 44's Bob Tullius and Brian Fuerstenau were on hand to practice . . . they were not in need of points. Both were running well during the C and D race but were in the DNF column at the end, Bob with clutch failure and Brian with a broken axle. GT-6+ driver Rick Kline, Gainesville, Fla., finished second in DP.



"Thumbs Up!" for Don Devendorf who traveled from Los Angeles to try to qualify for EP at the ARRC. He made it . . . he won! Thumb belongs to Jim Coan, Triumph Competition Department.



All impounded cars were weighed following their races. Here's Gordon Smiley's FP Spitfire on the scales. Though he drove in F at this event, Gordon is qualified in GP for the ARRC in the Spitfire he drove at Daytona in 1969.



Southeast driver Roger Manderville, Marion, S. C., won his class at the SCCA "Paul Whiteman Trophy Races" held at Daytona International Speedway in August.

photo by Robert Duncan Braun

RACING NEWS

SALT LAKE CITY, UTAH

Former Class G Production National Champion Don Devendorf of Los Angeles, Calif. captured his first E Production victory of the year driving a Triumph GT-6 in the Great Salt Lake National Championship Road Races.

BRYAR, NEW HAMPSHIRE

For the sixth time this season, James Aaronson of Port Jefferson Station, N. Y. captured first in Class G Production driving his Spitfire Mk 2.

Aaronson, who with this victory now has won the G Production Northeast Divisional Championship and assured himself a starting berth at the American Road Race of Champions (ARRC), started from the pole position and went on to capture a wire-to-wire win. His winning margin was a healthy 18 seconds over the second-place finishing car, an MG Midget driven by Al Hatch of New Jersey.

Another win was chalked up for Triumph as the Spitfire of Ken Slagle crossed the finish line well ahead of his F Production competition.

DALLAS INTERNATIONAL RACEWAY, TEXAS

Ninety-five degree weather didn't hamper the Triumph Spitfire Mk 3 of Jim Speck from Oklahoma City, Okla. during the Sunburn National Championship Sports Car Races as he soundly trounced a whole host of other Class F Production entries to capture his third national win of the year. Speck finished more than 30 seconds ahead of the rest of the competition and also set a new lap record, bettering the old mark by a full 3½ seconds.

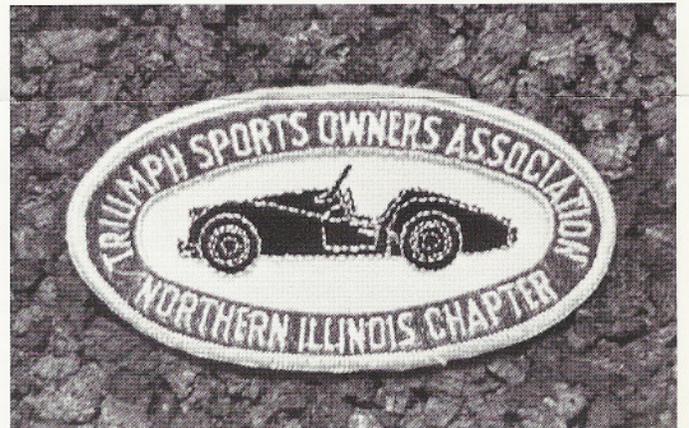
STEAD AIR FORCE BASE, RENO, NEVADA

Don Devendorf, fighting to qualify for the ARRC, took his second win of the year in the EP GT-6. Another TR victory was scored by Marshall Meyer of San Francisco in his GP Spitfire.

SAVANNAH, GEORGIA

Bob Tullius, after a terrific race-long battle with Jim Fitzgerald in the Datsun, spun the Group 44 GT-6+ and it looked as though second was the best he could do. However, after charging hard for three laps, Bob got an assist from the starter who let the race run a lap too long. That lap gave Bob the chance to pass the Datsun which he did to emerge with his third DP victory.

Frank Young, Group 44 crew member, got his chance in the driver's seat, taking out the Mk 3 Spitfire. Again it was TR vs Datsun as Frank fought off the challenge of Bob Speakman for a well-deserved win. Frank is a former Central Division TR-3 driver and we expect him to appear more frequently in the race results.



Northern Illinois . . . please let us have your address. The attractive patch above mysteriously turned up in our copy file with no address of the chapter. Can't find it anywhere . . . please write and tell us!

FRONT BRAKE CALIPERS

A new type of front brake caliper known as the "16 PB" has been introduced by Girling to replace the existing "16 P" type.

These two calipers are interchangeable as an assembly, but care must be exercised when overhauling either unit to insure that the correct repair kit is used. The appropriate part numbers are as follows:

"16 PB" Type. Repair kit to service one single caliper unit. #519733

"16 P" Type. Repair kit to service one single caliper unit. #519732.

IMPORTANT

Our TSOA Secretary, Jeanne Thompson, regularly receives requests from members to change their mailing addresses for the Newsletter. This is fine, except we *must* have your old address to do it. All of the records are filed by state and city, not by name. In order to look up your card we need the old address so that we don't end up mailing two Newsletters. If you move, send both addresses and Jeanne's job will be much more pleasant.

THANKS!

ANOTHER "TSOA TRAVELOGUE"



From one end of the country.....

This past summer a girlfriend and I toured the United States in my Triumph Spitfire Mk 3. Our destination was San Francisco — our starting point, Closter, New Jersey. The entire month of June was spent touring the southern part of the United States. We traveled many different routes because we did quite a bit of sightseeing. Virginia Beach, Bellingrath Gardens, New Orleans, Houston, Carlsbad Caverns, Grand Canyon, Painted Desert, Petrified Forest, Las Vegas, Disneyland and Big Sur. It was a wonderful experience, where we encountered a variety of people — from a farmer to a professional gambler in Vegas.

We stayed in San Francisco for the month of July and my car toured the whole city — up and down those big, slanted hills where all the trolley cars ride.

Since we were not able to find jobs for such a short period of time, we purchased sleeping bags and packed the car for the journey home. But this time we camped out — just in sleeping bags alone. A few times we had to sleep in the car because of the cold and dew at night. Our travels home took us up North, Yellowstone National Park, over the mountains of Montana, to the Great Lakes and up through parts of Canada — then home through the New England States. Everyone said we couldn't make it in my car. In fact when we got to California, we sent everyone postcards which had just three little words on it — WE MADE IT!!! We think it was fantastic, unique; but most of all it was our discovery of America.

Sincerely,
Linda Stanley

P.S. — We put over 12,000 miles on the car.



..... To the other.

CLASSIFIED

ITEMS FOR SALE:

Five 13 x 3½ Spitfire steel wheels, with 4 Pirelli 165 x 13 Radials, good for 20,000 miles and one used Dunlop — \$75.00. Spitfire Mark I or II, Intake & Exhaust Manifolds with Headers, 4 into 2 into 1, with dual SU or 2 barrel Solex carburetors — \$75.00. J. Newman, 71 Kane Pl., N. Babylon, L. I., N. Y. 11703 (516)-586-4764.

1970 Spitfire, Navy Blue with luggage rack. 13,000 miles, \$2,100 or offer. Josephine Kirkpatrick, 2435 Colledge, Berkeley, California 94704.

Four Wire Wheels with hubs — TR-3, 4, 4A — \$60.00. James R. Bosco, 1E Morningside Gardens, West Prospect Ave., Norwalk, Conn. 06850.

For TR-3, 4 or 4A — Slightly used, but in good condition: Oil temp gauge (Smith), \$6.00; Oil Cooler Kit, \$35; Axle Beam Torque Rods, \$35; F Camshaft, \$40; Competition Clutch Plate, \$15; Competition Driven Disc, \$15; Competition Cylinder Head including push rods and followers, approx. 11:1 — \$100; English Aluminum alloy racing rims, 5½ inch. wide with Dunlop racing tires (4), \$200; Competition Exhaust Header, \$45; Competition Intake Manifold (1¾ inch. SUs), \$25; Velocity Stacks for 1¾ inch. SUs (Pair), \$10. All items sent freight collect unless they can be mailed prepaid. James L. Putman, 2589 Imperial Way, Yuba City, Calif. 94991.

Detroit Automotive No-Spin Differential, with 4.55 to 1 ring and pinion gears, in near new condition, \$125 postpaid. Fits TR-3, 4. Bill Redinger, 11557 Wakeley Plaza, Apt. 1, Omaha, Nebraska 68154.

Judson Supercharger, \$75.00. Like new. Fits TR-3, TR-4, 4A. James Scibelli, 654 Union Avenue, Westbury, L. I., N. Y. 11590. (516) 333-0701.

TR-3 roadable with minimum work or excellent restoration machine, \$200. Will sell parts for same. A few TR-4 parts, doors, springs, windshield, carbs, miscellaneous — cheap. Wendell A. Button, Chelsea, Vermont 05038. (802) 685-4568.

ITEMS WANTED:

TR-3A blue interior components, such as seats, rear shelf, cushions, rugs, trimming, etc. All items must be in excellent condition. John A. Manning, Jr., 709 Bethlehem Pike, Philadelphia, Pa. 19118. Wanted, hardtop for TR-3A, in good condition. Bill Redinger, 1157 Wakeley Plaza, Apt. 1, Omaha, Nebraska 68104.

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.

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, x-l \$4.50
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.

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.

EDITOR, MICHAEL L. COOK