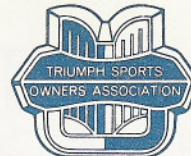




TRIUMPH

T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 17, NUMBER 10

OCTOBER, 1971

ARRC, 1971... DOWN TO THE WIRE



Hard-charging Tom Johnson has moved the Explorer Scouts Spitfire into contention after a late start in the Central Division. Here he is at Nelson Ledges, challenging Ken Slagle. Tom DNF'd, Ken took second.

It is seven years since the first American Road Race of Champions was held at Riverside in 1964. The percentage of Triumph competitors was high then and it will be higher next month at Road Atlanta when the event is held again. At press time, we have no final standings but some very sharp handicapping is possible. We expect the following to be representing Triumph at the ARRC.

D Production:

| | |
|----------------|-------|
| Don Devendorf | GT-6 |
| Dave Dooley | GT-6 |
| Mike Rockett | TR-4A |
| Roger Hettrick | GT-6 |
| Tom Hall | GT-6 |

G Production:

| | |
|----------------|----------|
| Randy Knowlton | Spitfire |
| Erwin Lorincz | Spitfire |
| Marshall Meyer | Spitfire |
| John Toran | Spitfire |

F Production:

| | |
|-------------|---------------|
| Lee Mueller | Spitfire Mk 4 |
| John Kelly | Spitfire Mk 4 |
| Ken Slagle | Spitfire Mk 3 |
| Jim Ray | Spitfire Mk 3 |
| Jim Speck | Spitfire Mk 3 |
| Tom Johnson | Spitfire Mk 3 |

C Production:

| | |
|-------------|------|
| Bob Tullius | TR-6 |
| Lee Mueller | TR-6 |
| T. J. Kelly | TR-6 |

Hey, we know there are probably several more and we expect to hear from them. Incidentally, British Leyland will be hosting their annual Awards Cocktail Party for drivers attending the ARRC and all qualifiers can expect to get a mailing from the Competition Department shortly. See you there!

Lee Mueller Is Triumph Double Champion

In an under-the-wire finish, Lee Mueller has clinched the Southern Pacific C Production championship, beating out the competition, Dan Parkinson's BRE Datsun 240Z, by just one point. He did it with a victory at Fort Sumner, New Mexico. That's two Divisional CP championships in a row for Lee.

Lee is also SOPAC FP champion for the third year in a row!

EXPLORER SCOUTS BUILD I

by Judy Johnson

"It all started with a \$15.00 frame from a local junk yard," says Stan Crawford, advisor to the Firestone Park Explorer Scouts. He's speaking of a sleek yellow and white Triumph Spitfire prepared for competition in the SCCA "F" Production category.

Stan, a Credit Analyst for Firestone Tire and Rubber Company in Akron, Ohio, thought the project of building a sports car from the ground up would be perfect for his automotive oriented Explorers. The project would give the Scouts experience in all phases of car preparation, including bodywork, fabrication, engine assembly, etc.

With the help of Tom Johnson, who drives the car, and Harry Covington, both Sales Engineers of McNeil-Akron in Akron, Ohio; the search for parts began in January, 1971.

Progress was slow through the winter months as many hours went into sandblasting and repainting the frame and all suspension parts. Stan and the boys toiled over cutting apart two wrecked bodies and welding them back together as one good one.

The Explorers treasury, typically, would not support an undertaking of this nature, so the car and equipment were funded by Crawford with Johnson helping. Richfield Imports, a Triumph dealer in West Richfield, Ohio, provided much needed assistance with new engine parts. The Gale-Harris Machine Company, of Norton, Ohio, donated the use of their machine facilities; with some of the employees working on their own time to turn out many of the specialized components. The transmission was borrowed from a friend of Crawford's in Worcester, Massachusetts. After rummaging through a local junkyard, Johnson found the engine.

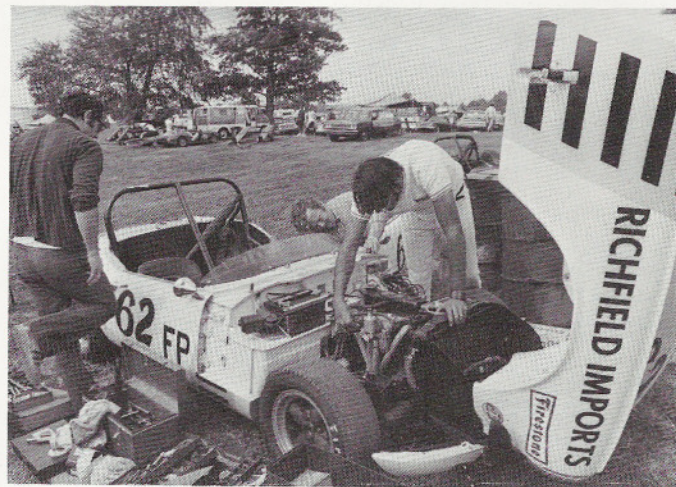
Six months of steady effort culminated on July 25th, when the car was rolled onto the Blackhawk Farms race course in Rockton, Illinois. After qualifying seventh, the car finished last as several pit stops were required due to "first-race bugs."

The August 1 National race at Nelson Ledges race course in Warren, Ohio started poorly. Inexperience caused a burned piston which eliminated the Spitfire from qualifying on Saturday. Things looked up though, as a new piston was found and the engine rebuilt on Saturday night.

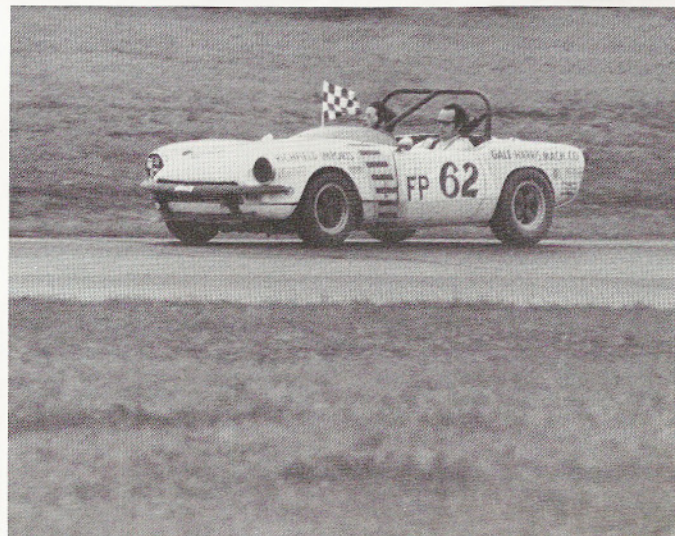
Saturday's trouble was forgotten on the first lap of Sunday's race. Johnson, who had started last, had flown through the pack and was running third as he came past the pits again. The second lap brought ignition problems and forced a pit stop. Stan and the crew of Scouts worked feverishly and returned the car to the course. Once again



Put a crew like this together . . .



Give them some mechanical know-how . . .



. . . and the results can be pretty good!

NOT SPITFIRE

the Spitfire moved through the pack to finish third. The third place, four points toward the championship, and seeing the car run so well, gave the crew the final essential incentive.

Labor Day weekend at Michigan International Speedway, Brooklyn, Michigan, saw the effort pay off. This was to be a real test of the strength of the car as the National Champion in "F" Production, John Kelly, was there to race.

Johnson qualified fourth in class, and once again the first lap saw the Explorer Spitfire drive through the pack. Lap 2 found the car right on the tail of the National Champion. Following the leader, Johnson found an opportunity and passed him. The months of careful work paid off as the Boy Scout Spitfire finished first in class, beating the National Champion and setting a new course record.

After two weeks' additional preparation, the Scouts, Crawford, and Johnson were back at Nelson Ledges for the NeOhio National. Practice showed the Scouts their car was going great. Qualifying found the Spitfire on the pole.

Sunday found the Scouts working hard, though not on the car. Their advisor, Stan Crawford, wearied by the weeks of preparation, had slept in, and the Boys were sent to the rescue.

Rain forced a change to Firestone rain tires, and the crew worked rapidly in the short time before the race. Everything was ready, cars were being gridded, and the Scouts took the car to the gas pump. The pump was broken, no fuel, and it was time for the "F" Production race. Crawford produced a gas can donated by a fellow competitor and the car was ready to go.

And go it did! The first lap saw Johnson pull away from the field and build up a substantial lead. The Explorer Spitfire won the 25 lap race, finishing twenty seconds ahead of the second car. The victory lap found David Frisbie, a Scout, in the passenger seat holding the checkered flag.

Back at work again, the crew is preparing for the final races of the season. With twenty two points toward the National Championship run-offs in Georgia, the boys are hoping to be eating Thanksgiving turkey in Atlanta!

Firestone Explorers Post #2002

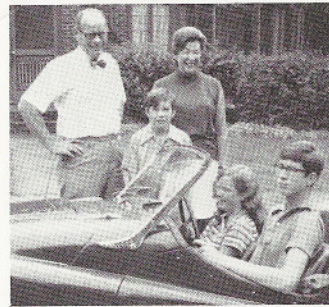
David Frisbie, 17
Akron, Ohio
Senior—Garfield High

David Cogan, 17
Akron, Ohio
Senior—Garfield High

Buck Warner, 17
Akron, Ohio
Senior—Garfield High

Ray Sisco, 17
Cuyahoga Falls, Ohio
Senior—Cuyahoga Falls
High School

FAMILY TR



The Park family, all six of them, including the TR.

The Park family, of Statesville, N. C., has a new baby. It's a shining green 1958 TR-3 and the entire family contributed to building it.

Building it? That's right! "Red" Park and son Scotty started with two battered, rusty old TRs and built one from the pieces. To make it even more interesting, they didn't use a professional, well-equipped shop for the job. They did it, in nine long months, in the basement of their home.

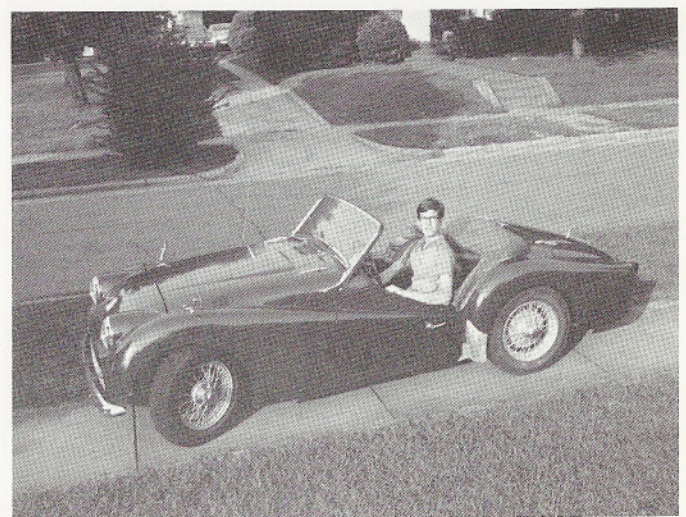
Both original cars had about 70,000 miles on them and were delivered by truck, one being towed, the other riding in the pickup bed. Once deposited in the basement, both wrecks were completely disassembled, the bad parts thrown out and the remaining pieces were laid out for assembly into a new TR.

There were problems. Father and son worked half one night trying to find out why the headlights blinked along with the turn signals after they re-wired the car. Replacing the clutch took only twenty minutes . . . after they spent two hours getting to it.

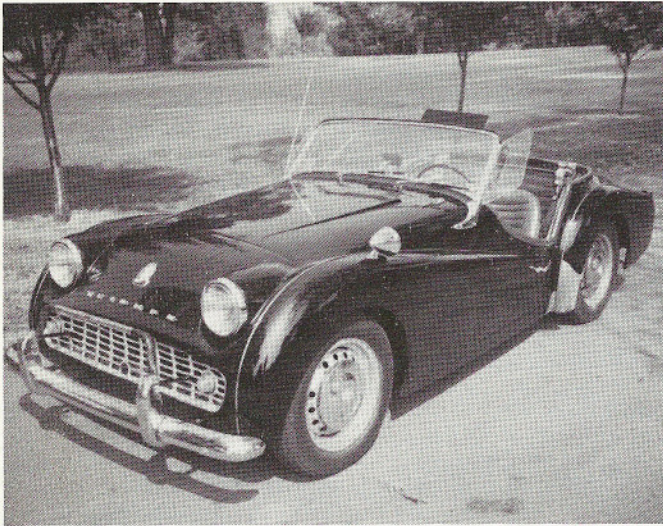
Mrs. Park, sister Becky, 13 and brother John, 10, ran errands, brought cookies and carried tools for the two "engineers". They're used to such projects. Mr. Park and his older son, Joe, built a 24-foot sailboat a few years ago.

The two TR-3s were given to Scotty by a former employee of his father's who left for California. Thus, the primary investment was in hours of labor and the few parts that could be cannibalized to fit. Scott says: "The closer we came to finishing, the harder and later we worked. I had to get all my homework done before I could go into the basement. I sure learned a lot last year. It was a good incentive."

It was worth it. Right, Scotty?



Scotty Park in his green beauty.



ANOTHER RESTORATION

Mark L. Swartz, Brookline, Mass., is another proud restored-TR owner. His car is black, has a hand-made interior, full Ziebart rust-proofing, TR-4 engine and gearbox and items like 1/8" thick lower box sections. Good job, Mark.

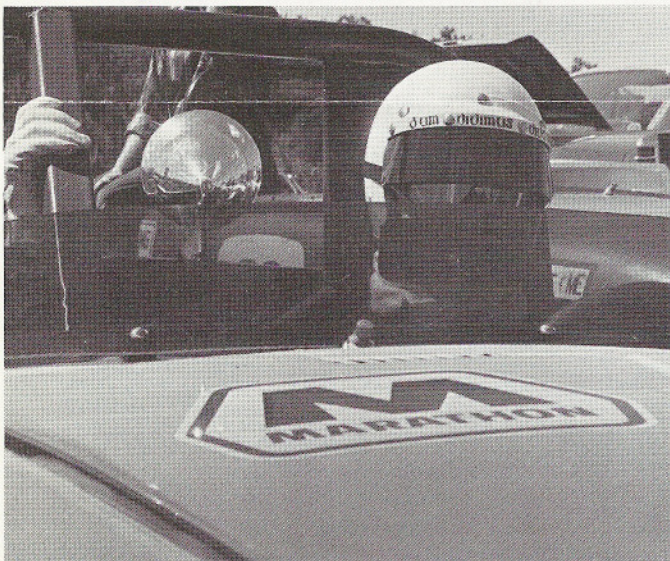
SERVICE BULLETIN

ALTERNATORS — ALL MODELS

Some alternator failures are associated with loose connections at the main terminal, due to the plug not being pushed home firmly. This condition causes arcing at the terminals, resulting in the plug (and Lucar inserts) losing retention ability.

Should this condition occur, then the plug should be replaced, otherwise subsequent alternator failure will occur.

The part number of this Plug Kit is 520109, (Lucas part number 54219410).



Do you recognize this man? Lurking behind the tinted shield is Ted Schumacher, Spitfire driver from Pandora, Ohio. Driving for Marathon Oil, he has a good regional record this year including one win. You can always recognize him by the Latin motto on his helmet . . . he also supplies translations.

CLASSIFIED

ITEMS FOR SALE:

For TR-6: 2 HD-8 SU carbs, \$80.00; 1 Crane cam, street-strip use (never used), \$50.00; 1 ring & pinion gear set 4.88, \$40.00; 1 non-slip differential unit, \$100.00; 1 just rebuilt transmission, \$175.00; 2 seats, \$150.00; 1 complete rear axles, trailing arms, brake drums and housing, \$300.00. Many other parts. All prices subject to bargaining. Raymond P. Shebell, 612 8th Avenue, Asbury Park, N. J. 07712.

Roll Bar for sale from Triumph TR-4A, TR-4, TR-250; heavy gauge steel tubing, jig welded; with mounting plates, nuts, bolts and washers; used, but never rolled or wrecked, \$40.00 (was \$65.00 new). Thomas Colt — (201) 944-0053.

Tonneau for TR-4A (black) perfect condition, \$25.00 or best offer; 2 studded snow tires, 650-15 less than 1,000 miles, best offer. Jerry Lloyd, 9015 13th S.W., Seattle, Washington 98106. (206) RO 3-9187.

Triumph TR-3 engine, rebuilt, 2.2 kit, includes clutch, 2,000 miles, make offer. John Fayant, 18 S. Clark, Ferguson, Mo. 63135. (314) 521-9503.

TR-3A, 1960, 60,000 miles, signal red, w/blk interior. Two tops, tonneau and boot. Superb condition (mechanical and body). Original owner. Perfect for restoration. Details and pictures on request. Samuel Wright, 2300 Devonshire, Bryan, Texas 77801. (713) 822-0121.

1966 TR-4A, Beautiful shape, with Minilites, Abarth, Konis, wide Polyglas tires, other competition extras. New clutch and rear end, 40,000 miles, \$1,700 firm. Hal Gettings, 6605 Lenneal Beach Drive, Orlando, Fla. 32810. (305) 293-6847.

Spitfire 1965 Parts, windshield, Michelin X on wheels, seats, top, bumpers, spare trans. parts, cams and miscellaneous other parts. Dan Kunz, 188 Carlton Club Drive, Piscataway, N.J. 08854. (201) 752-4195.

ITEMS WANTED:

Hard top or surrey (hard or soft) for TR-4/4A. Used, or even wrecked, if repairable. Hal Gettings, 6605 Lenneal Beach Drive, Orlando, Fla. 32810. (305) 293-6847.

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