



TSSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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VOLUME 18, NUMBER 10

OCTOBER, 1972

DIVISIONAL CHAMPS ACCLAIMED

TRUMBOWER TOPS MIDWEST IN TR-6

The name at the top of the list in C Production in the Midwest Division of the SCCA is Stan Trumbower who wheels a green TR-6. Stan, a 37-yr-old attorney from Des Moines, Iowa, has been racing his car for two seasons and was a qualifier at the '71 ARRC. This year, he began with a win at Dallas, copped additional points with seconds and thirds along the way and finished the season with a win at Mid-America Raceway.

OTHER DIVISIONAL WINNERS

MIDWEST DIVISION

D Production, Triumph GT-6 Dave Dooley, Oklahoma City, Okla.
F Production, Triumph Spitfire Jim Speck, Oklahoma City, Okla.
G Production, Triumph Spitfire French Hickman, Oklahoma City, Okla.

SOUTHERN PACIFIC DIVISION

D Production, Triumph GT-6 Don Devendorf, Los Angeles, Calif.
F Production, Triumph Spitfire Douglas Brown, Torrance, Calif.

SOUTHEAST DIVISION

F Production, Triumph Spitfire Gary Ouellette, Riviera Beach, Fla.
G Production, Triumph Spitfire Rick Cline, Gainesville, Fla.

NORTHERN PACIFIC DIVISION

G Production, Triumph Spitfire Thomas Luking, Portland, Ore.

SOUTHWEST DIVISION

F Production, Triumph Spitfire Jim Ray, College Station, Texas

KELLY & FUERSTENAU ARE NORTHEAST DIVISION CLASS CHAMPIONS

John Kelly of Rockville, Maryland, proved to be a better weather forecaster than his opposition and wrapped up his second consecutive Sports Car Club of America Divisional Championship on September 24 at Pocono International Raceway, Long Pond, Pennsylvania.

Kelly won the Class F Production Championship of the SCCA's Northeast Division in a Triumph Spitfire entered by the Group 44, Inc., Quaker State/British Leyland racing team of Falls Church, Virginia. He finished the 1972 season with a perfect record of six victories in the divisional points standing.

The championship was a toss-up between Kelly and Spitfire driver Ken Slagle of Harrisburg, Pennsylvania, also a five-time winner. Slagle gambled that the rain-laden sky would hold off and he elected to start the race on dry-weather tires. Group 44, on the other hand, took a chance that rain would fall and sent Kelly out with rain tires on his Spitfire.

Group 44's guess was accurate as a heavy rain began falling halfway through the 30-minute race. After leading the opening lap, Slagle's Spitfire proved unmanageable in the rain and he was forced to give way to Kelly.

Although Group 44's Brian Fuerstenau chose not to run in the rain at Pocono, the divisional season finale removed any mathematical chance of his being beaten for a second straight Class D Production Championship. With only one more race remaining, which is outside the Northeast Division, Fuerstenau and his Triumph GT6 Mark III cannot be overhauled in the points standing by his closest competitor, Tom Wagner of Hackensack, New Jersey.

By winning their class championships, Kelly and Fuerstenau are both guaranteed starting positions in the ninth annual American Road Race of Champions being held on November 24-26 at Road Atlanta.



Stan Trumbower at speed.



Tyee Triumph Club of Seattle offers many activities, both competitive and social, for its growing membership. This year was highlighted by several fine tours.

The July 4th weekend witnessed the Olympic Peninsula tour which was enjoyed by twenty-three and a half tourers and three canines. Making a counterclockwise loop around the Peninsula, we toured by Hood Canal, hiked on Hurricane Ridge (see picture) and through the Hoh Rain Forest, drove along scenic Lake Crescent, sunbathed on the Pacific and toasted marshmallows by the glowing sunset over Ocean City Beach. The four day holiday was a celebration of laughter and camaraderie, community cookouts and cozy campsites.

We will once again be looking forward to another such tour this Labor Day weekend. It will be a combination tour and autocross event to the historic Astoria, Oregon area.

We would like to extend an open invitation to all Triumph enthusiasts to come join us at our meetings and events. For information contact Vice President Duffie Lowery, LA 4-1846.

EX PIZZA WAGON

by Wm. D. Gernes

In response to your expressed interest in the restoration of vintage TR's here is the story of my 1957 TR-3, serial number TS-18734E.

Grendel, as she is affectionately known, has resided with us since 1963 when she was purchased from a local pizza establishment where she served the questionable function of delivery vehicle for their products.

When purchased she displayed considerable rust about her bulbous flanks and was swathed with cut up army blankets in an attempt to keep the pizza from congealing prior to delivery. When this blanketing was stripped away flawless upholstery of grey leather and grey and white



"Grendel", late of the pizza circuit.

checked vinyl was revealed. After tracing Grendel back to her original owner I discovered that the checked vinyl was original in the car and I have never seen another one like it.

She was vigorously campaigned in the rallye and gymkhana circuit, gaining a room full of trophies and ribbons. Unfortunately she soured after being driven in a field trial and serious restoration was begun.

The engine was brought up to TR-4 specifications and factory competition options of finned aluminum oil pan, shocks, and sway bar were fitted. She was stripped to bare metal and had all the rust cut out and new sections welded in. Then she was sprayed Buick Riveria Silver Cloud. New black carpeting was installed, however the original black top, side curtains, and unusual upholstery were left as original since they were still in excellent shape.

Grendel has now been retired from active competition and spends the winters securely ensconced in the garage. She is driven infrequently during cloudless days from May through October and her fiendish top and side curtains are seldom erected. She has proved to be the best remedy for jangled nerves that I have yet found and is a cherished and lifetime member of our family, my only worry being that my daughters will soon be of age to drive her.

I would be interested in communication with any other interested owners of the last of the real TR's and would also still like to obtain a factory racing windscreen, Alfin brake drums, underbody fairing, and new rear fender stone shields. For my next project I am looking for an unrestored TR-1800 or a Triumph engined Morgan. Write to: Wm. D. Gernes, 1011 First St., N.W., Rochester, N.Y. 55901.

REGISTER DOINGS



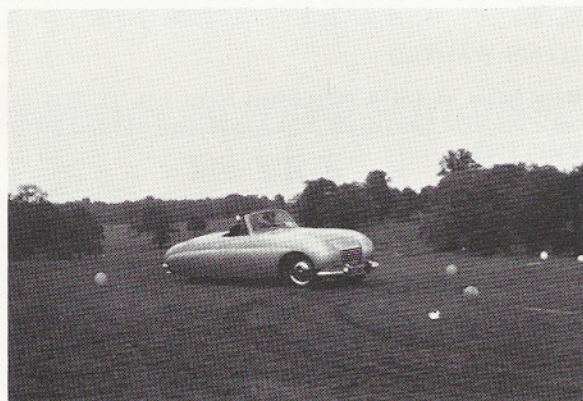
Register members at checkpoint in the lonely Yorkshire Moors on the '72 Vagabond Rally.

Sources for non-rusting fibreglass body panels . . . an article on owning and driving an ex-factory team TR-4 rally car . . . how to overhaul Girling brakes . . . how to switch from Lockheed to Girling . . . the fine points and morality of using fibreglass where steel was original equipment . . . on and on and on. *All* of this and much more is contained in the 10th issue of the TR Register Newsletter. This unusual publication contains many "fix-it" hints of the sort that only enthusiasts can produce, plus interesting club news, accounts of Triumph history from more personal views, etc.

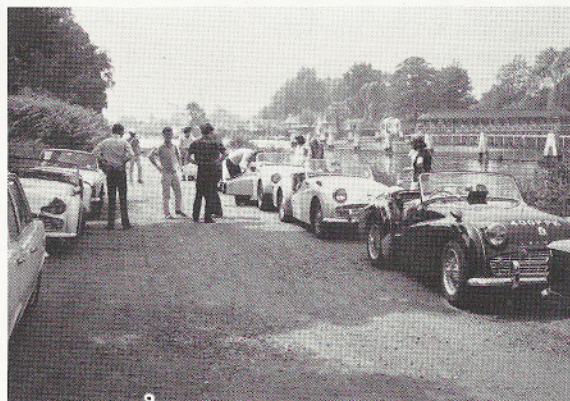
The Register was formed for TR-2 and 3 aficionados (nuts, that is) but welcomes all who love Triumphs. Write: Terry Simpson, 100 High St., Redbourn, St. Albans, Herts., England. Annual dues and subscription — \$7.00.



TR-3 raced by Register member Reg Woodcock. Photo taken in 1970 but car still active. Great front end mods, neat wheels . . . skinny roll bar.



The TRX, Triumph's early-fifties "dream car", competing in a gymkhana at Woburn Abbey, '72.



Parked along the Thames. No one can say that Register members don't turn out in force!

SERVICE TIPS

Service Manual — Spitfire MK IV

A service manual for the Spitfire MK IV is now available from your dealer. The part number is 545254.

Please note that manual part number 511243 covering the Herald, Sports 6 and Spitfire MK I, II, and III is still available.

Stromberg Carburetor Breakage — Spitfire MK IV

Breakage of carburetor and/or carburetor mounting bolts can occur where a "foul" condition between the right hand inner wheel arch and the air cleaner exists. This condition is aggravated when the hood assembly is supported during lifting or lowering on the driver's side.

Inspect and adjust by simply bending the inner valance to ensure that it has adequate clearance between air cleaner and the attachment bolt heads. The operation involves but a few seconds.

B-W Automatic Transmission Fluid Level Check — Stag

Due to fluid splash and frothing in the dipstick tube on Borg Warner automatic transmission units, it is very often difficult to obtain consistent fluid level readings.

As a result of this, a new fluid level checking procedure is recommended as follows:

Run the vehicle at least five miles or until the transmission unit has reached its normal operating temperature, then park the vehicle on level ground, apply the hand-brake and move the selector lever to 'P' (Park). Switch off the engine and within *half a minute* check the fluid level with the *engine switched off*.

Lower Steering Swivel Lubrication — All Models

The front lower steering swivels currently fitted to all Triumph vehicles are to be lubricated with Hypoid SAE 90 oil. The use of regular grease is unsatisfactory and could affect the life of the unit.

TRIUMPH CLUBS

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K. H. Pearce
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26 Joycelyn Cres, Georgetown, Ontario, Canada

CLASSIFIED

ITEMS FOR SALE

1963 TR-3B, white, excellent original condition. For information on this collector's car, write to TSOA, 600 Willow Tree Road, Leonia, N.J. 07605.

1967 Triumph Spitfire Mk II, with hard and soft tops, tonneau cover, wire wheels, radial tires, luggage rack. Original owner, 37,000 original miles. Serviced every 1,500 miles at Triumph garage in N.Y.C. Excellent condition, asking \$1,000. Dianora Nicolini, 356 E. 78th St., N.Y., N.Y. (516) OR 6-4127 or (212) BU 8-1698 evenings only.

Various parts from TR-2, 3, 4 available including body, engine and running gear. Wire wheels, transmission, suspension, etc. even a TR-2 frame (chassis). Call or write Jim Freedman, 1640 Coral Gate Drive, Miami, Fla. 33145 (305) 448-7416.

Factory hardtop for TR-3 all hardware plus new rear seal, \$95. Also 1952 Zundapp KS 601, \$250. Dave Terebessy, 1224 N. Cleaver St., Chicago, Ill. 60622 (312) 235-9049.

ITEMS WANTED

Back issues of TSOA Newsletter. Need Vol. 12, No. 9 (Sept. '66) back through 1962. Gary Fisk, 3621 Emerald St., #13, Torrance, Calif. 90503.

Surrey Top complete, to fit 1971 TR-6, or possibly a factory (Triumph) hardtop. Kent C. Martin, 804 N. Gladstone, Apt. E, Aurora, Ill. 60506.

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
Triumph Automobile Association badge	\$1.50
GT-6/2000 Competition Preparation Manual	\$2.50
TR-4/TR-4A Competition Preparation Manual	\$2.50
SPITFIRE Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual	\$2.50
GT-6+ Competition Preparation Manual	\$2.50
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 Sportscar Champions Jacket Emblem	\$.50
British Leyland 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.

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