



PAUL NEWMAN'S TR6 WINS AT ATLANTA

This issue reports on the strong competition year Triumph has enjoyed in 1976. The new TR7 concluded its first racing season with a Divisional Championship and at Atlanta came the closest possible second to the new National Champion, Paul Newman and his gallant TR6. In Illinois this summer, the owner clubs staged the biggest rally for years exclusively for Triumph cars.

BUTCH CASSIDY AND MRS. MUELLER'S KID

ROAD ATLANTA, Georgia, Oct. 31st—The press box is packed. The feature race of the Champion Spark Plug Road Racing Classic, the B Production contest, is about to begin. The cars are on the track. The green flag drops, "We have a race!" booms the P.A. system.

But none of the reporters are watching. Their backs are to the race track.

A newsmen's boycott? No way. Actor Paul Newman is in the press box having just turned in the best race track performance of his SCCA career—a Hollywood-like, save-it-on-the-last-lap win in D Production. Newman's car? A Triumph TR-6, the same car John McComb drove when he won the DP title here a year ago. Only 0.84 seconds back is the Huffaker Engineering TR7 with Lee Mueller at the controls. Bob Tullius is in fifth spot. Ken Slagle's TR7 is eighth.

Later that night at the awards dinner, Newman is presented with the SCCA's equal of an Oscar, the President's Cup, because of his performance.

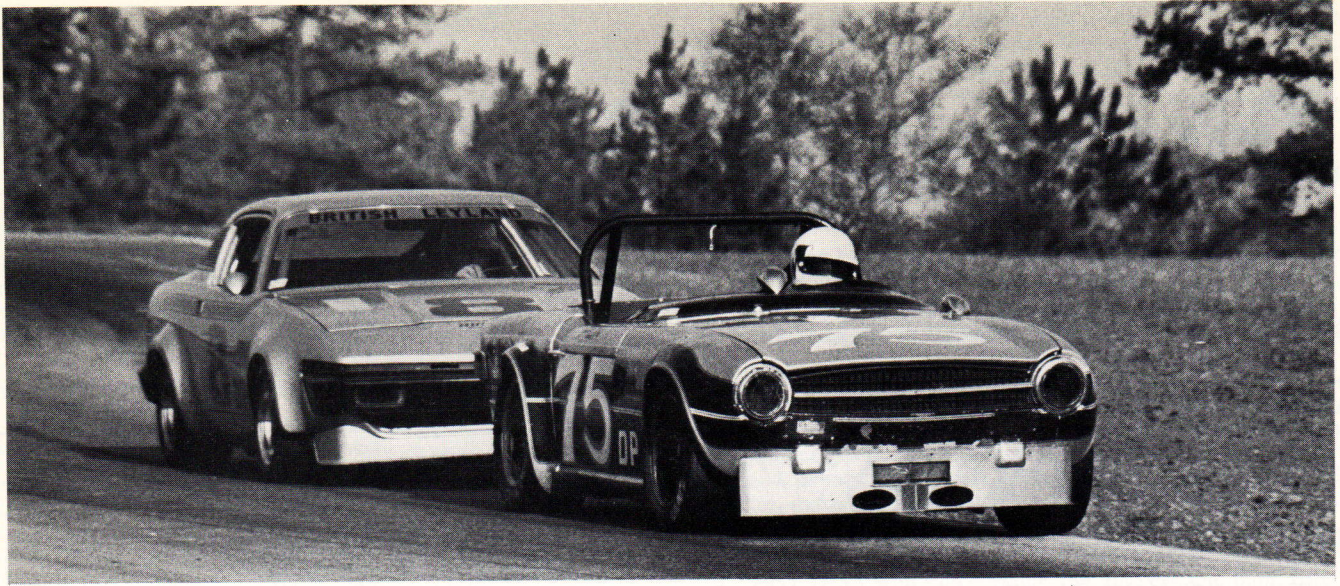
In the winner's circle immediately after the end of the DP race, Californian Mueller tells the mob of photographers, "I always thought Paul was a hell of an actor. Right now I think he is a hell of a lot better race driver."

Newman had made it obvious that he had come to Road Atlanta intending to win when he qualified on the pole in the Oct. 28 time trials. His best lap was clocked at 1:37 (93 mph). Mueller's 1:38.2 (92 mph) earned him the outside of the front row. Jim Reeve's Yenko Stinger and Jim Fitzgerald's Datsun were in the second row.

The veteran Fitzgerald outdragged the field going into turn one on the first lap and was followed up the hill by Mueller, Reeve and Newman in that order. By the end of the first lap, Reeve had moved up to second and took over the lead on the third lap. On the eighth lap, Reeve's Stinger had a flat and Fitzgerald inherited the lead with



In the victor's circle as National Champion of SCCA road racing (D Production), Hollywood's Paul Newman is congratulated by his wife Joanne Woodward. TR7 driver and runner-up Lee Mueller (right) concentrates on Miss Road Atlanta!

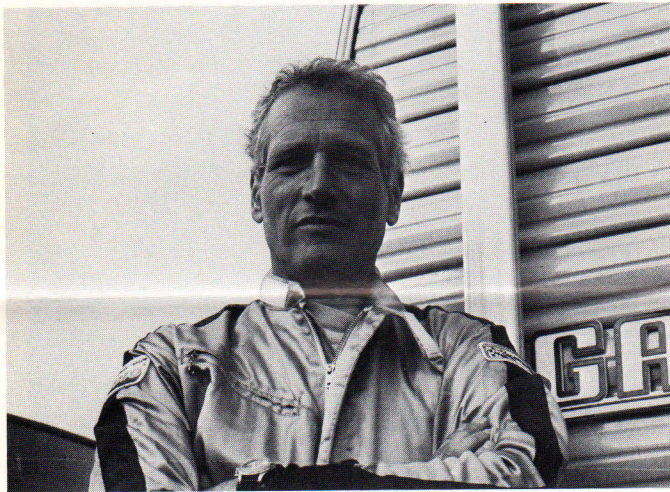


Paul Newman shown here leading with his TR6 (John McComb's 1975 championship car) from battling Lee Mueller, who literally drove him nose to tail—passed him once—only to be repossed. The TR6 was faster on the long straight at Atlanta but Paul's fine polished driving proved no act.

Newman now second and Mueller's TR7 third. Fitzgerald slowed on the 12th lap and Newman and Mueller took over first and second spots. On the next lap, Fitzgerald's Datsun was out with a broken rocker arm, leaving the race to Newman and Mueller.

And what a race it was! The Associated Press reporter called it the best of the day. Many thought it the best of the 21 run-off races held over the three days.

On the 14th lap, Newman gained a 0.8 second advantage but on lap 16, the hard charging Mueller had made up enough of the deficit so that the two were almost in metal



Paul Newman—new star of road and track!

to metal contact rounding the slow, 90-degree Turn Seven leading on to the long Road Atlanta back straight. Completing the 16th lap, Newman was a scant 0.28 seconds ahead. Mueller moved to the inside on turn one and gained the lead on the start of lap 17. It was Newman up front again at the end of the 17th lap. He held off Mueller's last lap sprint and flashed across the start/finish line a champion. It's a tribute to both the TR-6's and the TR7's motors that they withstood the thrashing they took in those few last laps.

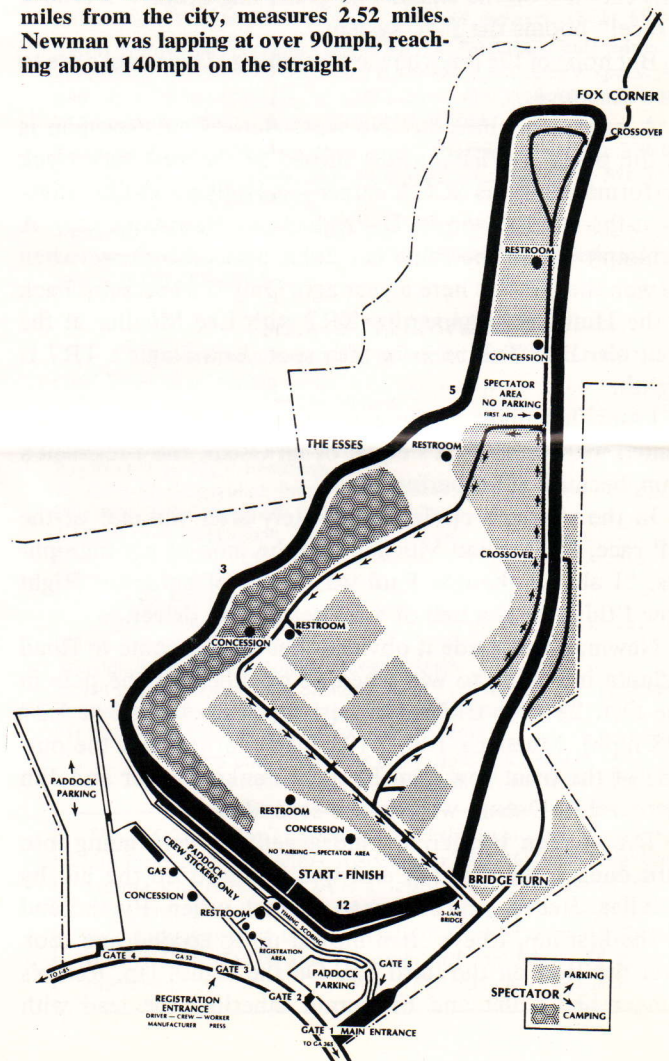
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Newman also 3rd in D-Production

The day before in the DP race, Newman had put in a super performance in the B Sedan race finishing third in a rain storm so heavy visibility and adhesion were next to nil.

* * *

The fast Road Atlanta course, some 50 miles from the city, measures 2.52 miles. Newman was lapping at over 90mph, reaching about 140mph on the straight.



TRIUMPH'S SUCCESS AT SCCA CHAMPIONSHIPS (Continued)

Spitfire Drivers Placed

That same day, Triumph 1500 Spitfire drivers Dan Pohlbel and Tom McCarthy battled the rain to finish second and third behind the fast Alfa of Dick Blizzard. The fact that they weren't able to catch the flying Blizzard in no way detracts from their abilities or from the Spitfire. The 1600cc Alfa was allowed larger carburetors for the 1976 season and as a consequence Blizzard was turning times equal to those of E Production cars in West Coast events during the regular season.

* * *

The rain came down so heavily the day of the F Production race that the last three races of the day were flagged to a finish after a half hour instead of the customary 18 laps. Thus the FP race went only 15 laps and the winner's average speed was only 75.66 mph compared to 89.84 in the dry last year. The driver of a sports racer came into

the pits after only seven laps in the rain saying, "I race for fun and this isn't fun."

Spitfire driver Pohlbel said he could not see his pit signals because of the rain and spray. "Passing was impossible," he said. McCarthy reported that he could not see from one turn to the next even when there was no traffic. Just finishing under those conditions was a tribute to those drivers who did.

LYMAN GAYLORD

SCCA CHAMPIONSHIP RESULTS Road Atlanta, Georgia, October 1976

D-Production Class

1. Paul Newman, Westport, Conn. (Triumph TR6) 90.97mph
2. Lee Mueller, Lynwood, Calif. (Triumph TR7)
3. Greg LaCava, Woodland Hills, Calif. (Porsche 911-T)

F-Production Class

1. Dick Blizzard, Palmdale, Calif. (Alfa Romeo) 75.66mph
2. Dan Pohlbel, Englewood, Ohio (Triumph Spitfire 1500)
3. Tom McCarthy, Santa Clara, Calif. (Triumph Spitfire 1500)



The field in F-production sweeps into Turn One in appalling rain. Front car is Tom Tuttle's Midget with a bunch of Spitfires behind. Don Pohlbel's Number 12 which finished second is on the inside. (Race photos by Bill Oursler)

BUSINESS NEWS

LEONIA, N.J.—Triumph sports cars scored their fifth straight sales record in October and the popular make is on its way to a record year, it has been reported by British Leyland Motors Inc.

The Triumph total for October was 2,431 units, a 40 per cent gain over October a year ago and almost 36 per cent above the previous best October (1974). The Triumph total for the first ten months of this year, 24,212, exceeds the best full 12-month figure ever recorded for the make. The old record was 23,072 in 1959.

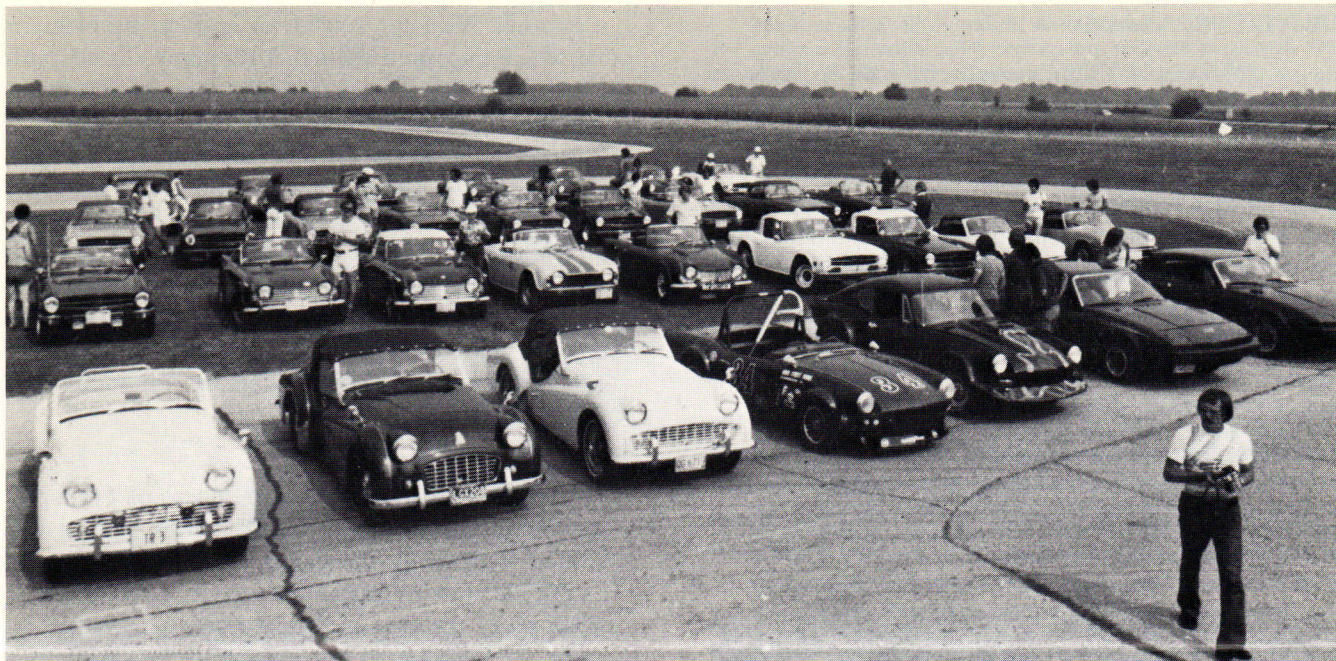
LETTER TO THE EDITOR—Slalom Advice Needed

"After reading TSOA Newsletter for many years, I would hope you would feature some success stories of How to

Prepare a TR6 to Become Competitive in Autocrosses (Slaloms). I have read and followed most of your printed information but the majority of it is oriented to road racing. I'm sure more of your readers are amateur racers and could use these tips (or How to go Faster Than a Porsche 914). I have just returned from the No. California Sports Car Olympics where I placed 2nd in the Concours and 18th in the Autocross. So I need help!

—Ed. M. Lacina, Santa Rosa, CA 95400

(Do other Triumph Newsletter readers have TR6 Slalom preparation advice for E. J. Lacina? We shall be glad to publish it.—Editor)



Some of the gathering of over fifty Triumphs which competed in the First North American Triumph Challenge. There were four events—Rally, Econorun, Slalom and Concours, the latter held at the Utica go-kart track.

Biggest Triumph Club Event of Year—Staged by Illinois Owner Clubs

Full report of successful summer Rally week-end: Next Year's Dates Set

As has been referred to in each issue of Triumph Newsletter this year, the important Mid-West gathering titled the North American Triumph Challenge was duly held August 19/21 and proved a great success. Below is given a report by Irv Korey, the principal instigator of the event. He writes "The idea of a major event such as the Challenge first came up at an ISOA monthly meeting in July 1975. It was not my idea but I was the person who started the actual planning in November of last year. . . I wanted to see Triumph owners have some of the same type of major events that other marques have . . . So the successful completion of the Challenge is quite a Triumph for us all . . ."

The date and location for North American Triumph Challenge No. 2 will be August 19/21, 1977 in Oakland County, Michigan; to be co-hosted by the Illinois Sports Owners Association and the Detroit Triumph Sportcar Club.

The organisers pay a strong tribute to British Leyland Motors Inc. for supporting the Rally week-end with special trophies (engraved English pewter tankards and plaques), historic Triumph films and publicity in the Triumph Newsletter.

TSOA Secretary Fred Horner adds that any approved Triumph clubs interested in obtaining such trophies for Triumph cars competing in other major events should apply to him at:

Triumph Sports Owners Association
600 Willow Tree Road
Leonia, New Jersey 07605

* * *

BIGGEST TRIUMPH EVENT OF THE YEAR

Challenge I was a success. It had to be, because nobody wanted it to end. The weather was good, the company was

good, and the sight of all those Triumphs and Triumph people all together was enough to turn everyone on. Friday August 20th was a sunny and warm day. Many of the cars had arrived by the early evening when the rally got under way. Those who arrived later or decided to skip the rally met in small groups and went from car to car meeting the owners and comparing their Triumphs.

Rally

The rally was a combination of TSD and gimmick rally, approximately 70 miles long. The rally route went through Starved Rock and Buffalo Rock State Parks and one of the checkpoints was in Triumph, Illinois. A good time was had by all, especially Mike Bilyk and Bill Smith, the winners in their 1972 GT6. After the rally ended, most of the people met in the parking lot of the Holiday Inn for more socializing.

Econorun

Saturday morning started out hazy but by noon the day was clear and warm. The group split into two with one group going to Utica, Illinois for the slalom and the rest of the people forming a caravan for a driving tour of central Illinois. Although the tour started out as a trip through the corn fields, the scenery soon changed as we approached the Illinois River. After a stop for a picnic lunch in Henry, Illinois, we crossed the river and motored down winding two lane roads. The second stop on the tour was Buffalo Rock State Park. Thanks to a cooperative ranger, our Triumphs were spared from the regular parking lot as we were allowed to park in a shady area off the beaten path. After we left the park, the tour wound its way to Utica where the tanks were topped up and the winners of the econorun declared. Imagine the look of joy on the face of the owner

CLUB NEWS (Continued)

of the gas station as 18 Triumphs came in to fill up. Imagine the look of joy fading into a look of bewilderment as the owner realized that his biggest sale out of this group was under 6 gallons. After the tanks were topped up, the group motored up to Triumph, Illinois where each participant received a Polaroid photograph of his car and himself in front of the Triumph co-op. After being presented with these souvenirs we all went back to the hotel to prepare for the banquet.

Slalom

While we were touring, everyone else was racing at the go kart track. The cars were divided into classes plus there was one additional class for the ladies. Each driver had one practice run and two timed trophy runs. Additional excitement was generated when two cars tied for fastest time of the day. Our electronic timer is triggered by an



At the start of the Econorun. (L to R) Organiser Irv and Vickie Korey, with Rich and Peggy Gudmundson, the latter are president and secretary respectively of ISOA.

electric eye and the clock measures in hundredths. But these cars were exactly tied. A run off was held between the two drivers and the TR-6 of Lee Matas set the fastest time of the day.

The banquet was held at the Holiday Inn and their catering department really came through. The tables were made up in the Triumph colors, each table had blue and white flowers and candles. After dinner, the program began with "The 1958 Monte Carlo Rally", a movie supplied by Mike Cook. Following the movie, rallymaster Rick Dentino gave his synopsis of the rally and the results were announced. After the rally results we presented "This Is Triumph", a second historic film. Following this, the awards for the slalom and the econorun were presented.

Special Awards

Some special awards were also presented. Judy Kelly and John Vanidour drove their Spitfire to LaSalle from Welland, Ontario. The 600-mile one way trip made them the longest distance travelers and we gave them a bottle of champagne. A second bottle of champagne was presented to Martha and Dennis Phleeger for having the oldest Triumph there, a 1957 TR-3. Sharon and Lee Pledger received a gas can for their 17 mpg performance in the

econorun. We later solved an ignition problem in their car which improved their fuel economy considerably! Sue McCarthy won a soap turtle for her time at the slalom, she had the slowest time of the day. Sue had an excuse however, it was the first time she had ever driven a stick shift. The final award went to Bob Kester. Bob won the belly up award for breaking down in his TR-4 on Interstate 80 while going to work a checkpoint for the rally. His prize was a three pack of warning flares. Bob also won the Group 44 Pit Crew award for changing the starter in his TR-4 in only 40 minutes. The final presentations were door-prize gift certificates of Robert Bentley Triumph Workshop manuals.

Concours

Early Sunday morning found dozens of Triumphs being shined up for the Concours. This was held at the same go-kart track as for the slalom the previous day. Unfortunately, we underestimated the amount of time necessary to judge all of the cars and some of the people had to leave early. By the time we got around to the group photo, the group had dwindled somewhat. After the photo session was over, the Concours trophies were awarded and North American Triumph Challenge I officially ended. As I said earlier, many of us were reluctant to see the weekend end and talked and took photos of each other for another hour. As we left Utica, everyone said the same thing, "See you next year".

IRV KOREY

RESULTS

North American Triumph Challenge
20/22 August 1976, LaSalle, Peru, Illinois

Rally:

Driver/Navigator, Car

1. Mike Bilyk/Bill Smith (1972 Mk3 GT6) 1,423 pts.
2. Ed Kaiser/Mary Kaiser (GT6) 1,906 pts.
3. Dennis Coons/Sally Servies (1968 GT6) 2,154 pts.

Economy Run:

6 Cyl. Class:

1. Nicki & Roger Cornelius (TR6) 34.8 mpg
2. Diane & John Trapani (TR6) 30.0 mpg
3. Shari & Mark Hardebeck (TR6) 29.0 mpg
3. Randy Stuart (TR6) 29.0 mpg

4 Cyl. Class:

1. Don & Mark Ryberg (TR7) 44.6 mpg
1. Don Koutny (TR3A) 44.6 mpg
3. Judy & Bruce Christopher (TR7) 42.4 mpg
4. Betty & Art Last (TR4) 37.8 mpg

Overdrive Class:

1. Joel Rubin (TR6) 32.2 mpg
2. Martha & Dennis Phleeger (TR3) 31.1 mpg
3. Dan Pitt (TR4A) 27.2 mpg

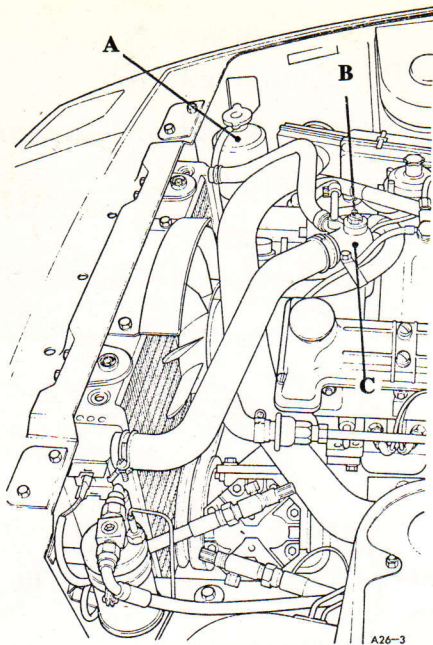
Slalom:

- Ladies Class: 1. Jeanette Walling (Spitfire 1500) 1:09.24
Class B: 1. Lee Matas (TR6) FTD 1:01.99
Class C Stock: 1. Mike Bilyk (GT6) 1:05.99
Class C Prepared: 1. Gil Parker (GT6) 1:03.99
Class C Modified: 1. Dave Orr (GT6) 1:12.54
Class D Stock: 1. Mike Zamarocy (Spitfire 1500) 1:06.27
Class D Prepared: 1. Don Dunham (Spitfire) 1:02.40

Concours:

- TR3: 1. Martha & Dennis Phleeger (1957 TR3)
TR4/TR4A/TR250: 1. Nancy Budd (1967 TR4A)
TR6: 1. Linda & Lee Matas (1972 TR6)
TR7: 1. Barbara & Bob Mynek (1975 TR7)
Spitfire: 1. Bill Smith (1971 MkIV)
GT6: 1. Duke Davis (1972 Mk3)
Special Interest: 1. Therese & Rick Dentino (1965 2000 Sedan)

Here is a drawing of the TR7 cooling system, referred to in our Technical Notes. Letters from the Workshop Manual refer to the Expansion Tank (A) and the Thermostat Housing Filler Plug (B and C).



TECHNICAL NOTES—TR7 COOLING SYSTEM

We believe that a number of TR7's are still being operated with the cooling system only partially full. As a result of this low coolant level, vehicles are running hotter than normal with extra stress being put on the cylinder head gasket, resulting in some failures.

In order that you may get the best possible performance from your car under varying conditions of temperature, we would like to remind you that it is essential to ensure that the cooling system is properly filled. It should be noted that the system must be checked on a regular basis to ensure optimum performance.

The correct cooling system filling procedure is as follows:

1. Ensure that plastic bottle at right hand front side of engine compartment is half full of coolant. Leave cap off.
2. Set interior heater controls to HEAT position.
3. Remove thermostat filler plug and fill system to the bottom of the thermostat plug hole with 50% solution of antifreeze.
4. Refit filler plug.
5. Run engine for five minutes.
6. Stop engine, remove filler plug and top up to bottom of filler hole and refit filler plug using new washer, if necessary.
7. Squeeze the top hose until all air is expelled.
8. Replenish fluid in plastic bottle until it is half full and refit cap.

By following these simple instructions, you will ensure that your car is running at peak efficiency.

CLASSIFIED

LOST

1971 GT6 Mk III, Lic. DLB119 Washington; Serial KF3931L, Engine 2696HE; color, damson/tan. Stolen from in front of house. Any information gratefully received by David Eaton, 1705 Hoyt, Everett, Washington 98201. (206) 252-6768.

WANTED

TR 4, 5 or 6 transmission with overdrive. Reasonable or rebuildable. Cash or trade. George Raskulinez, 13116 Cedar Road, Cleveland Heights, Ohio 44118. (216) 321-8314.

Mint, original TR-4 walnut dash model. (NOT TR-4a). Also clean, original Triumph 2000 sedan, low mileage preferred. Dick Langworth, 20 Hart Ave., Hopewell, N.J. (609) 466-1866.

Front bumper for a 1969 TR-6. Must be in perfect condition. Mike Rodriguez, c/o British Leyland Motors, 600 Willow Tree Road, Leonia, N.J. 07605. (201) 461-7300 ext. 230.

1960 TR10 sedan owners manual or workshop manual. Plus parts for same. N.H., Vt., Mass. area. Frederick I. Perry, Rt. 2, Putney, Vt. 05346. (802) 254-2854.

Hardtop for 1976 TR-6. Contact Leonard Adams, 3953 Albany St., Schenectady, N.Y. 12304. (518) 393-4975.

Hardtop for a TR6 with hardware. Jim Milde, c/o Chatham Motors, 219 Main Street, Chatham, New Jersey 07928. (201) 635-8494.

FOR SALE

1958 TR3A (TS No. 30346L): Asking \$1950. 10,000 miles on new engine. New interior, including headliner in hardtop. Convertible top & tonneau cover. New brakes and new tires (600-15). New front end, U-joints, rear seals, radiator, carbs, battery, generator, regulator, master & slave cylinders. All dash instruments in good working order. Chrome luggage rack. Exterior paint three years old. Ronald J. Ryland, 807 5th Ave., Brunswick, Md. 21716 (301) 834-7944.

1959 TR3A with side curtains, top, tonneau and boot. Runs, needs some work. Plus parts from a TR3A. Engine, transmission, seats, lights, disc brakes, heater, gas tank, hood, grill, wheels, etc. Sell all for \$1,200. Emil E. Graves, 301815 th St. N.W., Canton, Ohio 44708. Home (216) 454-1596; Work (216) 456-4311.

1962 Triumph TR-4 with 4 speed overdrive. Restored from bumper to bumper, which includes new top, upholstery, windscreen, dash panel, front end suspension, brakes, sheet metal and paint. Rebuilt carburetors, generator, master brake and clutch cylinders. All options and accessories function as new. \$3,500. Joe Harde, 3544 Ravinwood Ct., Milford, Mich. 48042. (313) 685-8616.

1961 TR3A. Wire Wheels. Excellent condition. Only 48,000 miles. Garaged. \$1,800. Call 9-12 A.M. Bill (401) 231-9141 (Rhode Island) Set of five (5) used Goodyear radial tires 185-SR-15. Only 9,000 miles. Excellent condition. \$125. Call Al Bossert, (201) 688-8406.

TR-4: complete front end rebuilding kit, bushings, ball joints, seals everything needed to bring worn front end back to new specs. Aski \$90. Call Tom Golodik at (201) 451-1418 after 6 p.m. or write 112 Summit Avenue, Jersey City, N.J. 07304.

Tonneau Cover—New factory equip. tonneau cover for TR-6. \$35 incl. postage. W. J. Cole, No. 103, 3305 Chauncey Pl., Mt. Rainier, Md. 20822 (301) 864-8334.

Tonneau Cover, custom made for 1971 TR-6, used one year, \$35 and postage. Leonard Adams, 3953 Albany St., Schenectady, N.Y. 12304 (518) 393-4975.

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	\$2.50
TSOA Handbook, 2nd Edition	\$2.50
Supplement to TSOA Handbook, 197375
TR-4/TR-4A Competition Preparation Manual	\$3.00
SPITFIRE 1500 Competition Preparation Manual	\$3.00
TR-250/TR-6 Competition Preparation Manual	\$3.00
GT-6+ Competition Preparation Manual	\$3.00
Competition Parts list (Specify model)	FREE
TSOA Jacket Emblem	\$1.00
(Club Discount—1 Dozen)	\$10.00
Official Triumph Jacket Emblem50
Triumph Sports car Champions Jacket Emblem	\$1.00
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 British Leyland Motors Inc.

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