



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

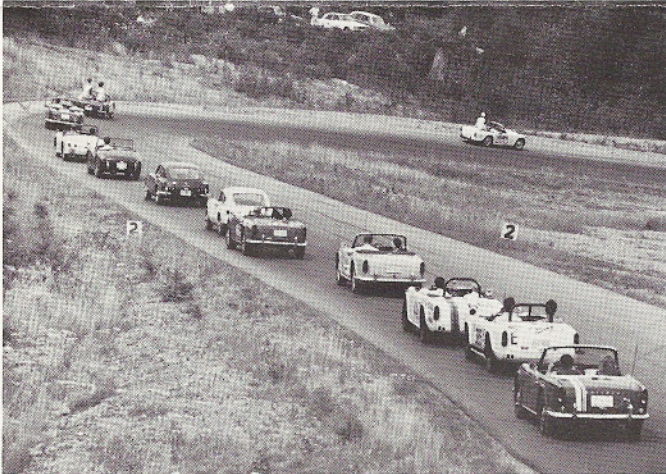
GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

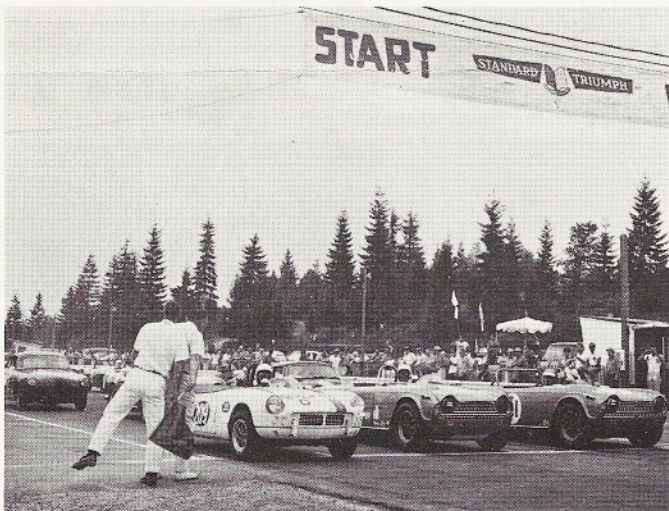
VOLUME 13, NO. 9

SEPTEMBER, 1967

TR's FLOCK TO LEYLAND-TRIUMPH TROPHY RACE



CLASS "ETR" EVENT: What's "ETR"? Stands for Exclusive Triumph, which is exactly what the arrangement was at Westwood, British Columbia. Leyland-Triumph Canada hosted a gathering of 60-75 Triumphs at the well-known northwest course. To get things under way, participants paraded around the circuit.



THEY'RE OFF! Assisted by the chief starter, Alan Millar, Leyland-Triumph General Manager for Canada, drops the flag for the start of the Leyland-Triumph Trophy Race. Oregonians Dennis Pillar and Bill Pendleton in TR-4A's are slightly out-dragged by unidentified Spitfire pilot. Must be a rapid Spitfire to share the front row with the 4A's!



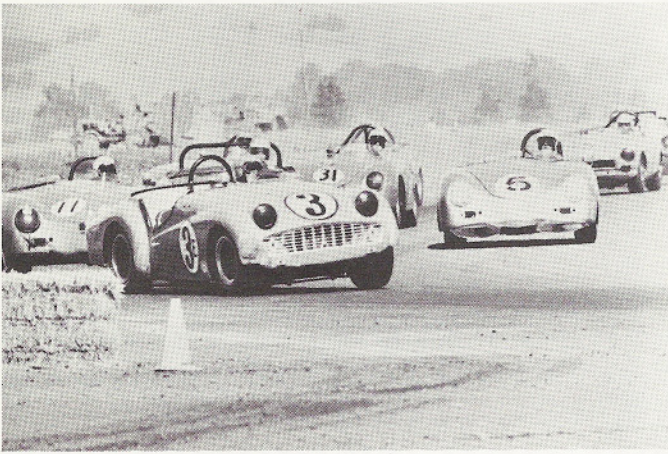
"TO THE VICTOR" . . . etc: Dennis Pillar accepts the first-place trophy from Miss Triumph GT-6, Beverly Robinson of Vancouver. Second-place winner, Bill Pendleton looks on. Alan Millar, at left, Pillar's sleek TR in foreground. Other awards included a Coucours d'Elegance trophy for Bill Sanderson who entered an immaculate TR-4A. Inter-club, inter-regional, international events becoming more and more popular.

ATTENTION COMPETITION DRIVERS

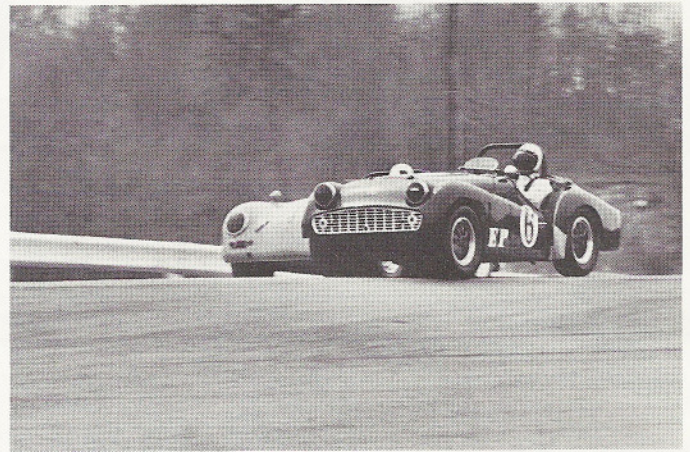
Beginning immediately, all Triumph Competition Support Program correspondence will be handled direct by R. W. Kastner. Race reports, technical inquiries and orders for Competition Preparation Manuals should be sent to:

COMPETITION DEPARTMENT — LEYLAND TRIUMPH
P.O. BOX 1557, GARDENA, CALIF. 90249

OL' RELIABLES BACK IN THE GROOVE!



LEE MIDGELY SHOWS 'EM HOW: TR-3 leads the field at the Golden Gate Grand Prix National Championships. Lee's win at Golden Gate was a follow-up to his victory at Riverside August 9th. Guess no time for body work between races!



KROKUS LEADS BY A NOSE! Glen EP winner Robbie Krokus shows good form on to the oval at Marlboro, early this season. The black #6 worked its way to the winner's circle via 2nd places at Bridgehampton and Nelson Ledges.

MIDGELY DOUBLE WINNER

Proving that the TR-3 can be a winner has been difficult this season. The best any Triumph EP competitor had been able to do up to the August 5-6 weekend was second. The Riverside National was the turning point.

Taking on all comers in the August desert heat, Lee Midgely won convincingly over the two factory MGBs, ending a string of mechanical and other problems to put himself back in strong contention for the Divisional Championship and the ARRC at Daytona.

One week later, the Hemet, California driver showed that Riverside was no fluke by placing first at the Golden Gate Grand Prix Nationals in northern California. 18 points in two weekends is pretty convincing.

The Riverside event was a clean sweep for Triumph. Jim Dittmore continued unbeaten in his home Division by leading all the way in D in his TR-4A. Fritz Warren, Newport Beach, Calif. (a Triumph dealer, folks!) was a strong second.

Perennial Spitfire king, Ed Barker of Hermosa Beach, put on a wild battle with Lee Mueller, Lynwood, Cal., also in a Spitfire, finally grabbing the win by one (1) second. In for the weekend from Phoenix, Dick Carbajal made it three Spitfires in a row, taking third spot.

The one-two-three bit was a DP affair at the Golden Gate races. Bill Pendleton held on to his lead in the Northern California Division and his 4A was followed home by two more TR-4's.

KROKUS TAKES GLEN

After a season compounded of mechanical ailments and an almost constant view of George Frey's Porsche tail-lights, Robbie Krokus, last year's Northeast FP Champ in his TR-3, took off with the silver at the Watkins Glen National. In Bob's own words. "If I couldn't win at the Glen, I couldn't win anywhere!" He did, fair and square, and put himself in a solid 2nd in the Northeast EP standings with a sure ticket to Daytona.

Frey and Krokus qualified with identical times, 1:37:5 and, in the Glen's two-by-two start, sat side by side. Mike Wiernicki of Trumansburg, N. Y., was on row two in another TR-3 with potential.

The start was even and, for 18 laps, Frey and Krokus played SCCA poker for the lead. Robbie led on the straight, Frey drew ahead in the tight corners. Wiernicki kibbitzed on the outside, once getting past Frey for a lap or two before falling back. Spectators were on their feet continually until the 18th lap when Frey's engine blew leaving the field to the TR's.

To those who have been counting the TR-3 out at the ARRC, a word of caution. Hedge those bets and remember Daytona is a long course with few corners and a smooth surface. After three National wins in a row, the "old" TR-3 is obviously far from obsolete.

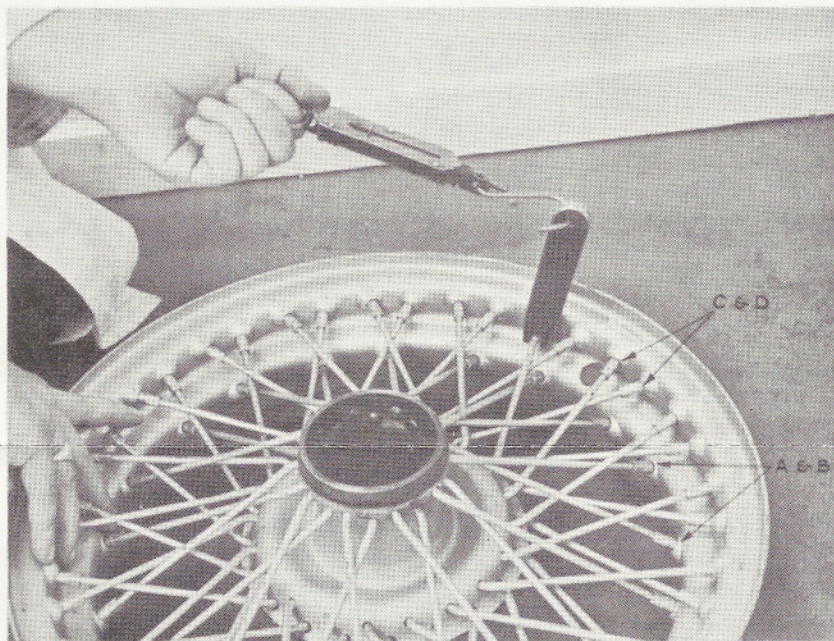


PACIFIC NORTHWEST GETS NEW DEALER: Olson Triumph is the latest addition to the growing Triumph dealer network in the state of Washington. Located in Seattle, Olson Triumph has been established since August 4th. Their large,



modern facility has plenty of room for parts, service and a good stock of new TR's. We hope you members in the Northwest will drop in to see Olson soon! By the way, we hope to continue publicizing new dealers as they are established.

Wire wheel maintenance



All parts of the wheel should be kept free from rust – including the tyre bead surfaces of the rim. Periodic inspection of the vehicle's rims and wheels is advisable.

Wheel Balance

Good wheel and tyre balance are vitally important on today's vehicles with their improved performance, steering qualities, and suspensions.

The original high degree of balance may be affected by wheel damage as well as by factors related to the tyres, uneven tread wear round the circumference, cover and tube repairs, etc. If roughness or high-speed steering troubles develop, and the cause is not disclosed by mechanical investigation, the complete tyre and wheel assembly should be checked for balance.

Lead weights, incorporating spring clips, are attached to the rim flanges of wheels of diameter up to 16 in. to carry out balance correction.

TRUEING THE WHEELS

Wheels can be laterally and/or radially out-of-truth; usually lateral out-of-truth should be corrected first.

Lateral Correction

Mount the wheel on the hub of the vehicle. Spin the wheel, holding a piece of chalk near the wall of the rim flange to mark any highspots. Tighten the A and B spokes in the region of the chalk marks.

Radial Correction

Spin the wheel on the hub, and mark the high spots on the tyre seat.

Tighten *all* spokes in the region of the chalk marks.

Dish

The 'dish' (i.e. the lateral dimension from the inner face of the flanges of the wheel centre to the inner edge of the wheel rim) should then be brought to the correct dimension for the particular wheel – if in excess, this is corrected by tightening all A and B spokes and slackening all C and D spokes a similar amount; if less than the given tolerance, by slackening all A and B spokes and tightening all C and D spokes the same amount. Final adjustments should be made by repeating the lateral and radial trueing procedure, until the wheel is not more than .060 in. out-of-truth in either direction.

Throughout trueing operations no spoke should be tightened to the point where it is impossible to tighten it further without risking damage. Where any spoke is as tight as it can be made, all other spokes should be slackened.

UNIFORM TENSION

After the wheel trueing operation is completed, all spokes should be tensioned uniformly, to the torques shown in the following table. If a suitable torque spanner is not available the torque may be measured by using an open-ended spanner and light spring balance as shown in the photograph. In this case the torque is equal to the load indicated by the spring balance in lbs multiplied by the effective length of the spanner in inches.

It is important to keep the spring balance at right angles to the spanner when measuring the torque in this manner. (The majority of general purpose open-ended spanners do not have sufficient strength at the jaws for this operation but a suitable tool can be made very simply as the photograph shows).

Finally, any portions of the spokes projecting through the nipples must be trimmed off to prevent damage to the inner tube.

Triumph demands specified

To overcome occasional complaints of wire wheel failure and loose spokes and to ensure that wire wheels meet the same rigorous fatigue life as disc wheels. Standard-Triumph carried out considerable development work on them. This showed that providing the spokes were uniformly tightened to a controlled degree these requirements could consistently and reliably be met. As a result of this work Standard-Triumph now insist that all wire wheels supplied to their production lines and to their Spares Division for sales conversion units are built to specified minimum

torque requirements. It is of interest to note that Standard-Triumph are the only motor manufacturers who stipulate this.

It is essential that after any rebuilding or trueing the spokes are tightened to at least the minimum torques quoted in the table below. Due to the inter-action between spokes the torque of adjacent spokes is affected as each one is tightened. The torques quoted in the table are the minimum average torques for each row when all adjustment has been completed.

Model	Part No.	Rim Size	Minimum average spoke torque – lb. in.	
			A & B Spokes	C & D Spokes
TR4A	204101	4½ J × 15	40	55
Herald, Vitesse, Spitfire, GT6	212344	4½ J × 13	30	60

TWO IN A ROW FOR MARCUS



ONE FOR THE MONEY! Dick Stockton clutches the checker, assisted by Ronnie Marcus while Buzz takes the victory lap at Watkins Glen. Scene was repeated at Lime Rock where Buzz set a new lap record of 1:07:2.

FLASH! BUZZ MAKES IT THREE!
Wins Marlboro National and undisputed Northeast Division lead

"Buzz Duz" at Glen and Lime Rock

Always a hard man to beat in his TR-4, Buzz Marcus, Glenside, Pa., Triumph dealer, seems to be a perfect combination with a 4A. Now piloting the former #71, owned and prepared by Dick Stockton, Buzz has won handily at the recent Watkins Glen National and the Labor Day Lime Rock National, re-scheduled from Thompson.

At the Glen, Buzz opened out to as much as 16 seconds ahead of arch-rival, Bob Tullius. Tullius had taken the C and DP event at Nelson Ledges the week before, the event which saw Buzz in the 4A for the first time. A blown engine at the last minute held Marcus to second at Nelson but there was never much doubt at the Glen.

Lime Rock was a different story. There was Tullius in contention, of course, plus Jim Taylor in the TR-4 and Victor Matthews in his 4A. And, one Gerry Sagerman in a TVR, a DP dark horse who runs almost every race at Lime Rock and almost no races anywhere else. The pole went to Marcus with Sagerman next and Tullius just behind.

Making his usual charging start, Tullius grabbed the lead on lap one and held it for two laps with Marcus right behind until the Group 44 car's engine blew spectacularly right in front of the timing tower. For the rest of the race Marcus and Sagerman played train, first one ahead, then the other. Under 67 rules, TVR's are genuine contenders in both D and EP (Tom Outcalt in a TVR out-ran Rob Krokus in E at Lime Rock) and Buzz used all he had to take the checker by no more than three car lengths. A great race, well won, which put Buzz only a point or two behind in the Northeast Division standings with two races to go, Marlboro and Bryar.

LOCAL CLUB NEWS

Triumph Sports Car Club of Maryland Formed

Our appeal for club news has brought the good word from Baltimore that a new organization for Triumph owners is operating full speed ahead. The new Maryland TR club meets the second Tuesday of every month at the Penn Hotel in Towson at 9:00 P.M. Activities to date have included an appearance by Bob Tullius, a moonlight Potomac cruise and a refreshments and movie evening.

Those of you in the Baltimore area who are not yet affiliated with a club would do well to consider the TSCCM. You'll find plenty of convivial people . . . 83 at the August meeting alone!

A definite plus is that the Maryland group has the encouragement of one of Triumph's oldest and best dealers, the Berger Motor Car Co., Ltd., of Baltimore. Support from a well-established dealership can be of great assistance in the development of a new club, particularly in community relations, not to mention a friend behind the parts counter or at the service manager's desk!

You're interested? Good!

Write or Call: Mike James, President
Post Office Box 1073
Baltimore, Md. 21203
542-4703

CLASSIFIED

FOR SALE: 1962 TR-4 soft-top, red. Michelin X tires. Rallyist's special with dual Veeder-Root counters in glove-box console, special navigator's lights, plug-in spotlight, McDonald odometer drive, Hamilton 24-hr watch. USN navigation watch, miscellaneous equipment. \$1300.00 complete or will sell equipment separately. J. Bauer, 2004 Apex Ave., Apt. 5, Los Angeles, Calif. 90039. 213-667-3133.

FOR SALE: 1960 TR-3A, Grey/red/black top. Excellent condition, 42,000 miles. Luggage rack, Michelin X. \$1,000.00 J. E. Nicholson, Jr. 1503 Brooks Ave., Raleigh, N. C. 27607. 919-787-6076.

FOR SALE: Judson electronic magneto. Fits any TR. Install without drilling. Brand new . . . list \$49.50, asking \$35.00. John A. Halter, 1800 State St., Apt. 35, So. Pasadena, Calif. 91030.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA; specify size — s, m, l, xl \$9.50

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, xl \$4.50

"Please Don't Dent Me" Cards \$1.00/100

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

STAA Badge \$1.50

Replacement TSOA Badge . . . (currently out of stock) \$1.00

Standard Triumph Review Subscription \$2.50/year

TR-4, TR-4A Competition Preparation Booklet \$2.00

SPITFIRE Competition Preparation Booklet \$2.00

JACKET EMBLEM \$1.00

(Club Discount — 1 Doz.) \$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York N. Y. 10017. 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