



T.S.O.A.

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 16, NUMBER 9

SEPTEMBER, 1970

WOLF-MAN BECOMES RALLYMASTER

The Triumph Sports Car Club of N.J.

in association with

The **TRANSYLVANIAN COFFIN MAKERS,**
TOMBSTONE CUTTERS, GRAVE DIGGERS,
AND VAMPIRES ANONYMOUS INC.

PRESENTS

that ever Tire Flattening,
Gas Sucking, Computer Busting, etc.

VAMPIRE-IN.



“DRACULA’S Revenge Rally”



SATURDAY, OCT. 31st

(All Souls Day — you’ll need one)

at 7:30 p.m.

(after dark, of course).

The Funeral starts from the **BOLERO** (Bowling Alley) parking lot at the intersection of Routes 3 and 46 in Clifton, New Jersey.



Say Chum! When was the last time you had your cylinder head bitten off or your blood drained from your crank case?

Well my blood sucking, gas gulping pal, Dracula tells me that you haven’t entered his “**DRACULA’S REVENGE RALLY**” yet.

Now if you would like to avoid the consequences of a nocturnal visit from Count Dracula or a biting visit from the likes of me, you had better put your mobile coffin in gear and quickly **PRE-REGISTER** at once if not sooner so you can partake in Draculas blood feast on Triumphs “**DRACULA’S REVENGE RALLY**” Sat., Oct. 31 starting at 7:30 p.m. from the Bolero on Rts. 3 & 46 in Clifton, N. J. and act on it at once **OR ELSE I’LL BE BITING YOU.**

Costumes Required
Except Nudes!

I’ll be howling at you on
Dracula’s Revenge Rally
WOLF-MAN

ROUTE:

This is a fiendishly clever straight rally of under 75 miles with **NO** map reading, gimmicks, or traps. It is a rather *simple uncomplicated straight T.S.D. rally* with extra simple *goof-proof instructions* for both the driver and navigator, **EXCEPT** at the **GHOUL** points in the Grave Yards. The Rally part is completely clean, it stops at each Ghoul Point for the Dracula Horror, then starts anew to the next Ghoul control. Thus what you do on the Rally segment is *separate* from the things that happen in the Bone Yards.

◆ COSTUMES ARE REQUIRED ◆

100 point penalty if not fully costumed
(Nudes Excepted)

AWARDS:

Terrifying awards for 1st to 3rd equipped and unequipped—with 1st to 2nd, Novice and S.O.P. in the same class.

FEES:

Graveyard registration, \$5.00 per couple (IN COSTUME). You will be in one HELL of a mess without one to protect you from what *might* happen to you in the Grave Yards and in the Haunted House!

Pre-registration for your mobile coffin in this funeral procession is requested. Please state in what numerical order you wish to be buried in (Starting number).

NOTE:

It is recommended that your will be made up prior to the start of this (HORROR RALLY?).

All protests will be given first Fang and Claw attention. The rally will end at a ghastly **HANG** out where **BLOOD AND GUTS** will be available (Food and Drink).

ENTRIES:

For further mis-information contact:

(Chief Son of a Witch)

PHIL-DRACULA-MORINI

212 SU 7-6013 after 9:00 p.m.

He comes out of his coffin only after dark.

Send your **BLOOD MONEY** (\$5.00)

to him at

500 West End Avenue

New York City 10024

THIS RALLY HAS BEEN APPROVED BY THE N.U.A.
(The National Undertakers Assoc.)

SERVICE TIPS

TR-4A

We have received reports from our field representatives indicating that difficulty is experienced in some instances with the hood of the TR-4A becoming "jammed" in the closed position. Should you encounter such a case, you will find the adoption of the following procedure will enable relatively easy access to the hood lock:

1. Remove the 8 screws securing the glovebox and remove the glovebox.
2. Remove the rubber grommet located directly behind the glovebox where the heater control cable passes through the bulk head.
3. By maneuvering a long screwdriver or similar tool, the under side of the hood lock release mechanism can be operated.

In most cases, the approximate time involved is 30 minutes.

A modification to avoid this condition was introduced from CT 58700 onward.

TR-6

Difficulty is sometimes experienced with gear lever chatter. In fact, this remedy will apply to all of the TR range, example: 4A, 250 and TR-6.

With the vehicle on a lift, or alternatively suitably raised off the floor, take a handful of heavy bearing grease and pack the gearbox gate where the lever ball end is inserted. While this remedy will not last for an indefinite period, it will effect relief at least between servicing intervals.

COLD STARTING

At the introduction of the Stromberg C.D.S.E. type carburetor, difficulty was experienced in some cases of poor starting in colder areas. It was found that a simple adjustment to the carburetors would overcome this problem.

The C.D.S.E. type carburetors are equipped with a choke control limiting device. This control takes the form of a spring loaded plunger which is part of the carburetor starter box cover assembly. The plunger itself is located at the rear of each carburetor adjacent to the air cleaner, and can be easily identified as it is made of brass and has a slotted head with serrated edges.

For summer operation, the plunger should remain with the slotted head in the vertical position. For winter operation the slot should be in the horizontal position, thus allowing a little extra choke movement.

In January of 1969 the radiator pressure on all Triumph cars was increased from 7 P.S.I. to 13 P.S.I. The only visible difference between the 13 pound pressure system and a 7 pound pressure system is in the radiator cap itself, however, if owners wish to increase the pressure in any cars built prior to January of 1969 it is also necessary that they replace the water pump seal. This seal has been modified to accommodate the higher operating pressure, and, therefore, severe water leakage would be experienced if the seal is not replaced.

Remember it is also necessary to replace the temperature sender unit as this item is also sensitive to pressure and if left unattended would result in an erroneous reading.

WIRE WHEELS

The fitting procedure of wire wheels has been revised, and it is of paramount importance that owners adhere to the following instructions.

This procedure must be adopted if the wheels are removed and are refitted, and careful attention always given to this at all routine service operations:

1. Check that the splines on the hub adaptor and in the wheels are clean and free of foreign matter.
2. Insure that the adaptor taper, hub nut and mating wheel hub tapers are clean.
3. Grease **all** tapers, splines and screw threads liberally with special PBC grease. This grease is available in one ounce tubes from your Triumph dealer as part number V 640.
4. Slide the wheel on to the adaptor and pushing against the wheel hub center to maintain concentric location, simultaneously screw on the retaining nut by hand until the wheel is felt to seat on adaptor taper.

Restraining the wheel with one hand, continue tightening by striking the ears of the nut with a soft faced hammer or on later cars, tighten wheel nut with special wrench included with tool kit. Lower the wheel to the ground and finally tighten.

While on the subject of PBC grease, this substance is very useful for several applications. One point where it is advantageous is on the back of the front brake pads and where fitted the anti-squeal shims. You will find that brake squeal, particularly annoying on TR-6 models, can be eliminated in most cases.

GEARBOX ASSEMBLY

For those owners who undertake the more difficult task of dismantling the gearbox, it will be found advantageous upon reassembling to assemble the main shaft prior to installing in the gearbox casing.

Take the top cover assembly and make sure it is in the neutral position. Offer up the top cover selector forks to the appropriate selector hubs. If you find that the selector forks do not drop right into place, then obviously you have assembled the main shaft incorrectly. It is, however, much simpler to discover the fault at this stage for obviously once you have installed the main shaft assembly in the casing it would entail withdrawing the bearings and going through a lengthy dismantling procedure over again.

GT-6+ ACCELERATOR LINKAGE

Some difficulty has been experienced in obtaining a smooth progressive movement of the accelerator pedal relative to throttle opening on the GT-6+.

An improvement in this condition can be made by removing the connecting rod (part number 149028) which joins the bell crank lever and the carburetor spindle cross shaft, removing one ball and reducing the total length of the rod by $\frac{3}{8}$ " , re-cutting the thread and replacing the ball end to give a dimension of 2.75" to the centers of the ball ends.

The original dimension of the connecting rod was 3.12" to the centers of the ball ends. The new dimension of 2.75" was introduced at approximate commission number KC 55500.

RACING NEWS

OLATHE, KANSAS — Sunday, July 19th

Jim Speck of Oklahoma City, Okla. put his Class F Production Spitfire Mk3 into an early lead and held off determined challenges from a large field of MGs, Datsuns and Sprites to capture first in class honors in the Greater Kansas City National Championship Road Races before a crowd estimated at 50,000 fans.

Speck, who currently leads the Midwest Division in national points, also set the fastest lap during his race.

LEXINGTON, OHIO — Sunday, July 26th

Triumph sports cars driven by Bob Tullius of Falls Church, Va. and John Kelly of Washington, D. C. did in their competition at the Mid-Ohio national championship sports car races.

Tullius, driving a Triumph TR-6 in the Class C Production race, defeated the Porsche 914/6 of Chuck Dietrich from Sandusky, Ohio and the Lotus of Bill Weir from Cleveland, Ohio to pull in his seventh national win of the year. In capturing the victory, Tullius set a new lap record bettering the old mark by a healthy 4.6 seconds.

In the Class F Production contest, Kelly's Spitfire Mk3 finished a narrow three seconds ahead of another Spitfire driven by Mike Cook of Westwood, N. J.

WATKINS GLEN, N. Y. — Sunday, August 16th

Triumph Spitfire Mk-3s piloted by John Kelly (Washington, D.C.) Ken Slagle (Harrisburg, Pa.) and Mike Cook (Westwood, N.J.) swept to a one-two-three finish respectively in Class F Production.

Kelly, who qualified on the pole and set a new track record in the process, took an early lead as the race got underway, leaving Slagle and Cook to dice for second place. While Slagle and Cook were constantly changing positions, Kelly was able to build up a considerable lead which he held until the end of the 30-minute event. Kelly now has six national championship victories and has clinched the Northeast Divisional Class F Production Championship.

In the Class G Production race, James Aronson (Port Jefferson Station, N. Y.) captured his fifth win of the season driving his Triumph Spitfire Mk2. Aronson finished more than 30 seconds ahead of his nearest competitor, the Alfa Romeo of Bob Pico, East Hartford, Conn.

While the Spitfires were playing games with their competition, a Triumph GT-6+ driven by Carl Swanson (Hawthorne, Calif.) was engaged in a heated battle with the Datsun of Bob Sharp (Wilton, Conn.) Swanson, however, was never able to get by Sharp and had to settle for second place in the D Production event finishing only 1/2 second behind.

Swanson, who normally drives in the Southern Pacific Division, was taking an eastern tour to drive Group 44's GT-6+ due to the illness of Brian Fuerstenau. Never satisfied with ordinary things, Brian has been bitten by some unique bug which the doctors have not yet been able to find. He is presently declared mechanically unfit to race but hopes to be up and around for a first lap or two soon.

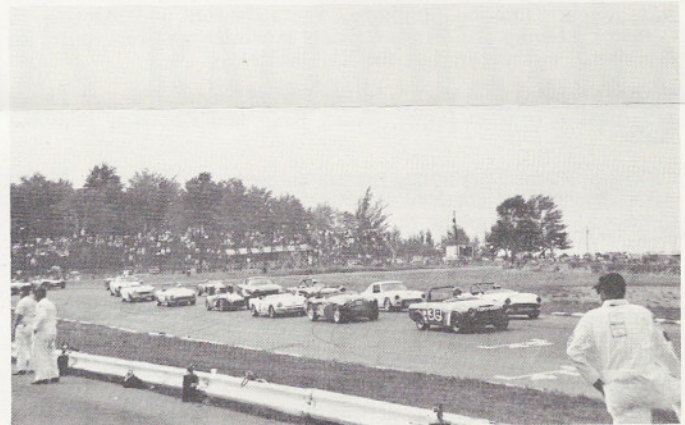
LAKE AFTON, KANSAS — Sunday, August 16th

Bettering the G Production lap record by a full six seconds and pulling in his fourth straight national championship victory of the year was Gordon Smiley (Shawnee Mission, Kans.)

In practice and qualifying sessions for the race, Smiley outqualified all the supposedly faster Class F Production cars and all but two of the even faster "E" cars.



Mike Cook in the ex-Lee Mueller Spitfire



Start of combined D-FP race at Watkins Glen



Jim Aronson and wife with victory smiles at the Glen



Harry Gold gives pit signals to Mike Cook

Editor
TSOA Newsletter
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Leonia, New Jersey 07605

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1144 Cold Springs Road
Placerville, CA 95667

August 12, 1970

Dear ED:

We have a 1964 Spitfire (purchased in the Fall of 1963). On the 5th of July Mrs. Starr and I loaded it with our gear and headed East from California. We visited or re-visited many National Parks and Monuments such as Bryce, Zion, Capital Reefs, The Arches, etc. as well as the Truman Library in Independence, Mo., and the Arch in St. Louis. We spent a week at the Starr Commonwealth for Boys at Albion, Michigan, a school and home for delinquent boys founded by my father in 1913. I am a Trustee of the school, a charitable institution, and attended a meeting of the Board.

Thereafter we headed north to Drummond Island, Michigan, for a week of fishing at a cabin we have there.

Crossing into Canada at the Soo we took the Trans-Canada Highway across Ontario, Manitoba, Saskatchewan and Alberta to Calgary. Leaving the Trans-Canada Highway we went north to Edmonton, arriving in time for Klondike Days.

We then headed into the Canadian Park System starting at Jasper and spent a week in Jasper, Yoho, Banff and Kootenay National Parks.

Crossing British Columbia, we re-entered the States in Idaho. After driving the length of Washington we went back into Idaho to spend a day climbing the rapids of the Snake River deep into Hells Canyon.

We arrived back home on August 9.

Incidentally, we saw more sports type cars in the short stretch of road between Reno, Nevada and Auburn, California, than we did on the rest of the trip. We noted that sports car drivers throughout the States and Canada are less friendly than those in California. Seldom did driver or passenger return our friendly salute!

The Spitfire behaved splendidly, greatly increasing our attachment for "the bug" as she is affectionately known. We went thru some torrential rains — and mud you wouldn't believe! Had to take the car into a 25¢ carwash to wash the mud off the engine. We climbed many mountains to heights of 12,000 feet. We drove thru 110 degree heat. We lost a fan belt in Missouri but fortunately carried a spare. The hanger of the tail-pipe wore thru in Oregon. We wore smooth the inside tread of the rear tires because of the car's peculiar spraddle-wheeled stance with a load.

In the five weeks we were touring we drove with the top off most of the time. However, we did become quite expert in putting the top on, our best time being 3½ minutes under threat of a deluge.

We traveled 7,760 miles and averaged 30 miles to the gallon of gasoline.

Just thought you'd like to know.

Sincerely,
David Starr

For those who figured out the riddle in the June issue, we have nothing but admiration. The solution is below.

HOUSE	1	2	3	4	5
Country	Polish	Italian	English	German	French
Drink	Martini/ Olive	Wallbanger	Lime- Rickey	Wood Alcohol	Vodka Martini/ Lemon
Car	TR-6	TR-4	TR-250	TR-3	GT-6
Pts.	0	19	4	231	5000
House Color	Yellow	Blue	Gray	Ivory	Green

CLASSIFIED

ITEMS FOR SALE:

TR-4, 1964 prepared for regionals/school racing. Buy the whole car for less than the original cost of the extras. One weekend on fresh engine, late model headers, new radiator, electric pump, oil cooler, overdrive, 4.3 rear end, custom dash, fully set up suspension with Konis, aluminum oil pan, full-width roll bar, Goodyear racing tires on steel wheels. Numerous spares. \$1200 including tow bar. Harry Gold, 21 Orchard St., Spring Valley, N. Y. 10977. (914) 352-1152. Business: (212) 533-9100.

TR-3A, 1962. Meticulously maintained by owner since new. Mechanically perfect but needs paint job. Tonneau, miscellaneous tools, roll bar. Never raced. Best offer. Lou Diamond, 3613 Humphrey Lane, Lexington, Kentucky 40502 (606) 266-4727.

TR-250, 1968. SCCA prepared but not raced. Only 7700 miles. New trailer, 1,000-lb. capacity crane, portable welder, Nomex suit. All for \$2,000.00. Also convertible top, \$75.00, Royal Coachman fibreglass hardtop with lights used 2 months \$125.00. Hardtop will fit TR-4 and 4A and TR-6 as well as 250. Billy Bargagliotti, 205 Crestmoor Circle, Pacifica, Calif. 94044. (415) 993-5164.

TR-2/3 shop manual, \$5.00. Pierre Barre, 7 Meadow Lane, Vergennes, Vt. 05491.

7 whitewall Goodyears, two snow tires, 5 tubes, all to fit TR-3 or 4, \$35 for the lot. Donald C. McDonald, 9530 Davis, Franklin Park, Ill. 60131.

American mag wheels, 4½ x 13 for Spitfire or GT-6. Original price \$82.50 ea. Selling all four for \$140.00. Michael Byrd, 5301 Purrington, Fort Worth, Texas 76112. (817) 451-0366.

ITEMS WANTED:

Hardtop for 1970 TR-6. New or used. B. T. Chamberlain, 123 Sewall Ave., Brookline, Mass. 02146.

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
British Leyland HIGH ROAD Magazine \$6.00/year
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.

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