



Triumph

TSOA NEWSLETTER

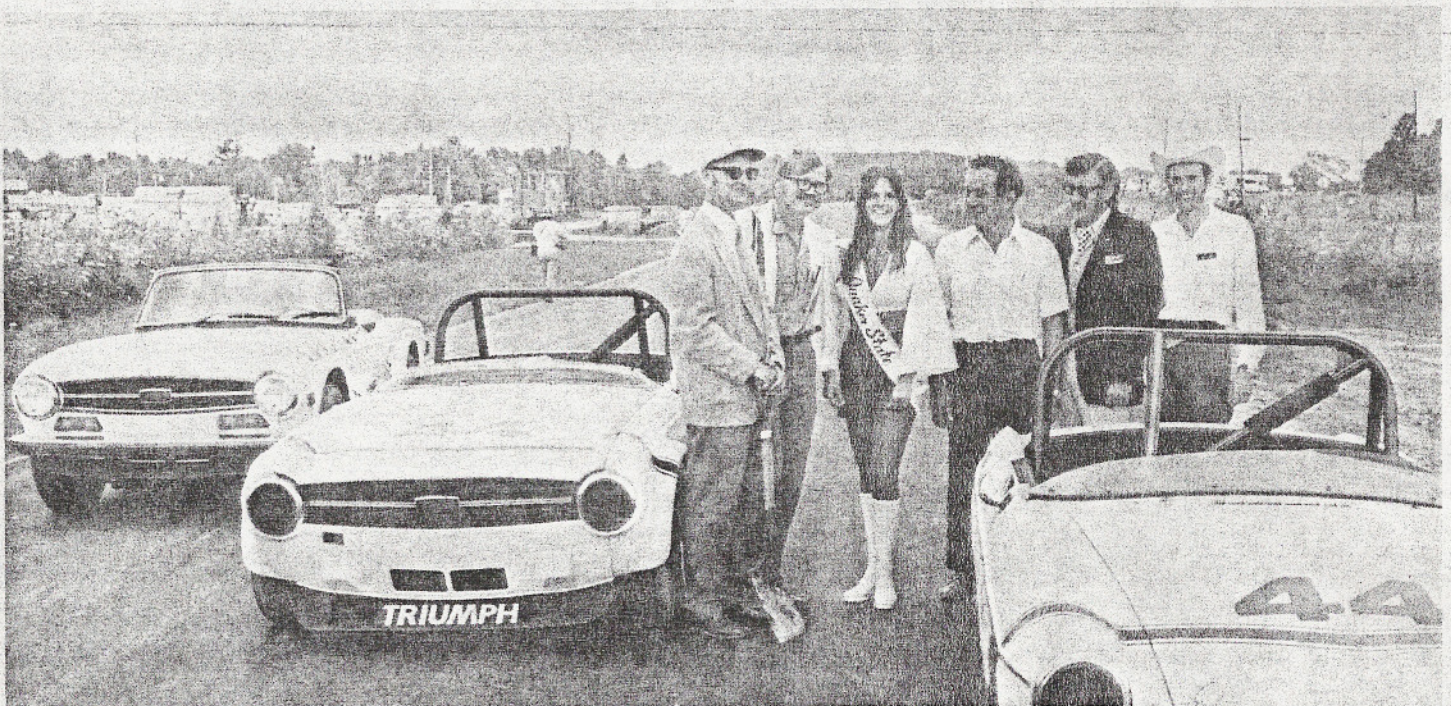
TRIUMPH SPORTS OWNERS ASSOCIATION

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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SEPTEMBER, 1973

NELSON LEDGES GETS BRITISH LEYLAND BRIDGE



Nelson Ledges trustees, officials of Mahoning Valley Raceways, Inc., cluster around Barby McGill, Miss Quaker State, on the occasion of ground-breaking for the British Leyland Bridge at the track. Left to right, Charlie Caldwell, Grover Griggs, Barby, John McGill, Terry Hitchcock and Dennis Clopper. The new bridge will be ready for the 1974 SCCA season.

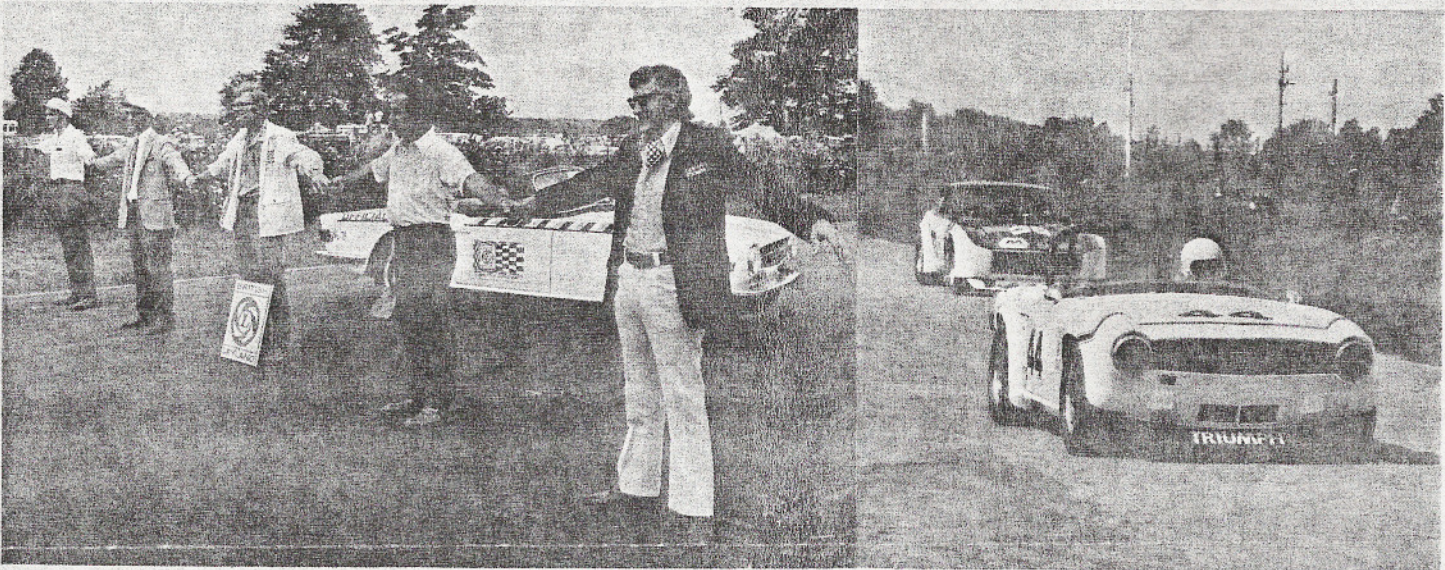
As every sports car racing fan knows, many race tracks are leading a precarious existence. A notable exception is the Nelson Ledges circuit near Warren, Ohio. Talented enthusiasts from five Sports Car Club of America regions are turning it into one of the most active sports car tracks in the country.

The most recent step forward at Nelson Ledges was the ground breaking for a new vehicle-pedestrian bridge which is being paid for British Leyland Motors Inc. as part of its program of support for amateur racing. Participating in

the ceremonies were officials of British Leyland and Mahoning Valley Motorsports, Inc., the group which operates the track.

The new British Leyland bridge, scheduled for completion in time for the 1974 racing season, will be an important move in qualifying the track for professional races such as Can Ams, Trans Ams and Formula 5000 championship events. An additional planned improvement is the lengthening of the pit lane.

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This is where it will be. Nelson Ledges trustees span the pit straight where the British Leyland Bridge will be built. TR-6 was official pace car for the Quaker State Nationals at the Ledges in July.

Group 44 turned out for a quadruple win at the Quaker State Nationals. Bob Tullius took CP, ahead of the 240Z of Logan Blackburn.

Nelson Ledges Gets British Leyland Bridge

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The new bridge will have the immediate benefit of reducing the time period between races, thereby allowing shorter, more action-packed racing dates. At the present time, ten extra minutes are added between events to allow crews and infield spectators time to move across the track from the infield to the outfield. The bridge will also make longer endurance races practical and give racing fans the chance to move freely from one choice spectator area to another.

Construction of the bridge is the latest major step taken by Mahoning Valley Motorsports to upgrade the Nelson Ledges track. Only recently, it raised money for repaving the entire 2.0-mile circuit plus removing potential hazards.

When the British Leyland bridge, which is near the present start-finish line, is completed, the start-finish flag station will be re-located to a platform attached to the bridge itself. This will give drivers a much better view of the starter than they have at present, insuring safer starts.

British Leyland involvement with SCCA racing dates back to the early 60s when Triumph became the first company to offer drivers support money. Today British Leyland pays support money to the drivers of over 30 of its models in seven different SCCA racing classes. The company also has a long history of supplying pace cars and other support vehicles to race tracks. The Road Atlanta circuit in Georgia is now in its fourth year using British Leyland pace cars and Nelson Ledges will also be supplied with Triumphs and other British Leyland cars for this purpose.

The Nelson Ledges track is unique in that it serves two SCCA Divisions, Central and Northeast, and five of the club's Regions, Steel Cities, Mahoning Valley, Northeast Ohio, Western New York and Misery Bay. The track is about equidistant from Pittsburgh, Pa., Youngstown, Cleveland, Akron and Canton, Ohio and Wheeling, W. Va. Entries and spectators come from as far away as Illinois, Michigan, New York-New Jersey and Washington, D.C.-Virginia. Three Nationals have been held there this year.

44 vs 44

LOUDON, N.H., Sept. 1—Canada's best-known woman driver, Stephanie Ruys de Perez of Toronto, today challenged one of America's best-known sports car drivers, Bob Tullius of Falls Church, Va., to a match race.

Tullius promptly accepted the challenge and said that he would negotiate for a site, possibly Road Atlanta at the time of the American Road Race of Champions in early November. Ms. Perez and Tullius agreed on identical showroom stock Triumph Spitfires for the match race.

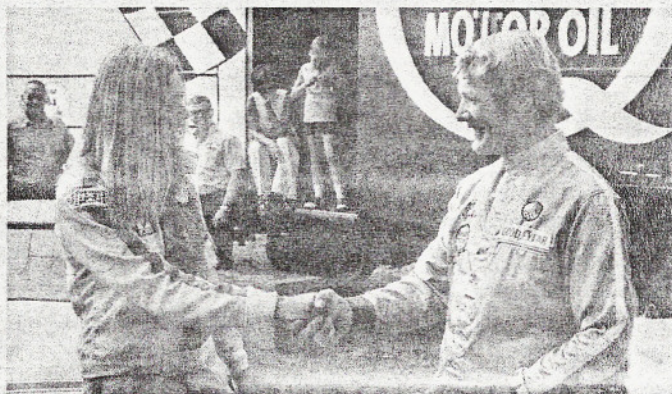
The challenge was made during the early stages of the weekend's Sports Car Club of America national races at Bryar Motorport Park near Loudon. Both Tullius and Stephanie were racing.

Stephanie said, "I've been racing for eight years and all that time I have been hearing about Bob Tullius. Now that I've seen him in action here at Bryar, I think I can beat him given identical cars." She admits that the Bobby Riggs vs Margaret Court tennis match partly inspired the idea.

Stephanie, a comely honey-blonde, normally races an Austin Cooper S in Canadian Auto Sports Club events and stars in tire commercials on Canadian TV. Tullius is best known to American racing fans for his winning exploits in a Triumph TR-6 as the head of Group 44, one of the most formidable (and all-male) teams in U.S. racing.

Stephanie says her Canadian male rivals have always treated her as their equal. "The day I'm treated as a woman on the race track is the day I quit racing."

Tullius says he'll treat Ms Perez like any other competitor when they meet. "In other words, I'll be out to beat her."



"Let's shake on it!" Stephanie Ruys de Perez and Bob Tullius confirm they will race each other in matched Spitfires. May the best driver win.

MEMBERS ARE OFFERED DISCOUNT ON MARCHAL

F & W Rallye Engineering, St. Charles, Ill. has offered TSOA members a discount on Marchal and Penetrator headlamps. Mr. Kern L. Fischer, Director of the company, states that, on proof of TSOA membership, members will receive 20% discount on all lamps ordered from F & W for a period of six months from the date of the offer. After that, it will be 10%.

Proof of membership can be furnished by clipping out this article or photocopying it and enclosing it with your order. Mr. Fisher suggests that members send \$1.00 for an information packet and suggestions for lighting for their TRs. The \$1.00 is refundable with the first order. Lamps are sold with an unconditional guarantee that the performance must be satisfactory or they can be returned for a full refund provided they are sent undamaged, in the original carton.

It should be noted that this offer is made by F & W only and is not available from other Marchal dealers. TSOA is publicizing the offer as made but cannot guarantee it. Write to:

F & W Rallye Engineering
5N775 Campton Ridge
St. Charles, Ill., 60174

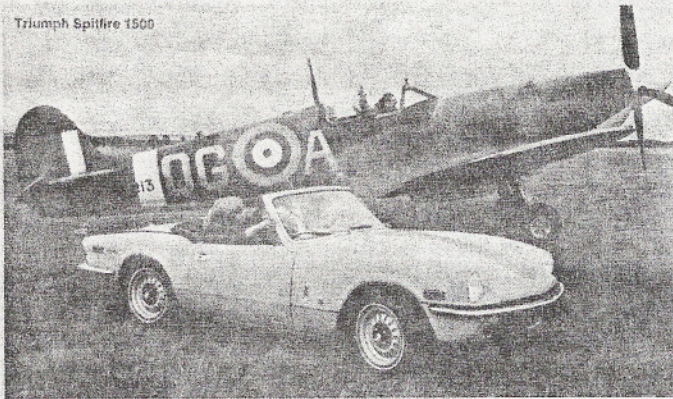
HOW THE SPITFIRE GOT ITS NAME

It is now history that the Spitfire and Hurricane fighting aircraft used by the RAF virtually won the Battle of Britain in the summer of 1940; and so the name of Spitfire especially has become world-famous.

After the war, in the early Sixties, so the story goes, Air Marshall Tedder of the Royal Air Force, retired from the service and became chairman of Standard/Triumph cars. They say that one day he was approached by the head of Vickers/Supermarine, makers of the Spitfire aircraft and which company at that time was producing the Viscount passenger aircraft, the first with turbine engines. He asked Tedder if the latter would allow the name of Vanguard (at that time a popular sedan model produced by Standard/Triumph in Britain) to be used on Vicker's next passenger

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CLASSIFIED



Spitfire 1500 with high-flying ancestor.

HOW THE SPITFIRE GOT ITS NAME

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aircraft. Tedder agreed on condition that Standard/Triumph could use the Spitfire name on their new low-cost sports car, first introduced in 1962.

The Spitfire aircraft has a very long and distinguished history and there are whole books devoted to this subject. It originally was developed from the Supermarine float planes, which won the Schneider Trophy races and established a new world air speed record in the 1920's. Their designer, R. J. Mitchell, developed a land-based fighter version which first flew in 1936. Tragically, Mitchell died at age 42 in 1937 and never saw his masterpiece go into action.

The aircraft shown had Ginger Lacey as its first pilot and is now owned by Commodore Alan H. Wheeler, who keeps it at Booker Aerodrome near Marlow about 30 miles West of London. Here our photograph was taken by New Yorker Phil Mazzurco. Incidentally, on the staff of British Leyland in the U.S.A. are at least three executives who flew Spitfires, and we know there are many keen flyers among our members who will particularly appreciate the new poster.

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

ITEMS FOR SALE:

TR-4, 1963. SCCA legal with front and rear bars, Konis, comp. springs, racing seat, tires and wheels, full-race engine, OD, electric fan, oil cooler 4.55 rear. Also parts and trailer. Bill Watson, 44 Russell St., New Haven, Conn., 06513. 203-468-0051.

'69 Spitfire parts. Yellow Ashley custom hardtop, \$150.00; tonneau like new \$30.00; boot, never used \$10.00; 1 qt. Mimosa touch-up paint, \$5.00; 2 wheels \$15.00 pr.; radiator, \$40.00; outside mirror, \$5.00; repair manual \$2.00; owners manuals, '69 and '70, \$1.00 ea. Odds and ends. Carol Argento, 25 Alder Dr., Kings Park, N.Y. 11574, 516-732-5962 (before noon).

TR-6 black tonneau like new, \$30.00, John Clark, 1925 Tall Oaks Dr., Aurora, Ill. 60505.

TR-6 hardtop, red. All parts included, Excellent condition. Bill Axelson, 5800 El Camino Dr., Englewood, Colo., 80110. 303-771-6617.

Spitfire tonneau, 1970, black, \$20.00. TR-6 tonneau without head-rest covers, \$25.00. Like New. Bob Hadady, 3002 Treefern Dr., Duarte, Calif.

TR-3 parts—engine, rear end, OD, miscellaneous. Write for list. Jack Terrebeck, 76 Sheffield Rd., Aurora, Ill. 60538. 312-892-5975.

'70, GT-6 engine, 8,000 miles; '70 Spitfire engine, 16,000 miles; '69 Spitfire engine, 30,000 miles; '63 Spitfire engine, new brgs, pistons, bored 40 over, 200 miles, 3 trans, 3 rears; '69 trans with OD. Write or call Garry M. Ford, RFD, Blue Ridge, Summit, Pa., 17214, 717-794-2203.

ITEMS WANTED:

Front apron ass'y for TR-3 (small opening). Interested in buying Triumphs wrecked or in need of repair. Prefer within 200 mile radius. Garry M. Ford, RFD, Blue Ridge, Summit, Pa., 17214, 717-794-2203.

Hardtop for '64 Spitfire. Prefer white but will consider other colors. D. Wieggers, 415 E. Denver, Rapid City, S.D., 57701.

TR-4A IRS or GT-6 "Cheapie" for autocross special, etc. Jack LaBounty c/o Group 44, 113 Gordon Rd., Falls Church, Va., 22046.

Triumph Italia 2000. Any parts, information or literature. Ralston Long, University of Alabama Racing Team, Box 3774, University, Ala., 35486.

Triumph 2000 sedan. 250,000 miles and one crash make it necessary for me to look for another car. Must have automatic. Phil Morini. (212) SU 7-6013.

New or used Surrey Top conversion for TR-4/4A. Ray Hamlyn, 16414 13th SW, Seattle, Washington 98166.

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 Mk-I-II-III Competition Preparation Manual	\$2.50
TR-250/TR-6 Competition Preparation Manual (Not currently available)	
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.