



T S O A

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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RACING SEASON PEAKS

They start National racing in California in February. That may do no more than give you a momentary shiver until you think: "That means the 1972 season is more than half over!"

Correct. And we think it's time to get together a wrap-up of how Triumphs have been doing in SCCA racing so far in 1972. Here's the score through July 4th.

	Spitfire					
	TR-6	GT-6	TR-3	TR-4	FP	GP
1st	6	12			15	16
2nd	2	3	1		3	8
3rd	1	3	1	1	7	10

Now, who's been doing all of this winning, placing and showing? By the way, don't knock the second and third place cars . . . the difference between the big trophy and the 2nd money is often just a few inches. Let's begin with the West Coast since they got a head start on everyone else.

Official Triumph racing is handled in the western states by Kastner-Brophy, Inc. "Kas" Kastner is familiar to almost every Triumph competition enthusiast as the former Triumph Competition Manager who left at the end of 1970 to form his own company. Together with John Brophy, a Los Angeles businessman, Kas opened a comprehensive competition preparation facility in Gardena, Calif. and has been prospering in all areas of auto racing. Some of their recent activities have included building a body for a rocket-powered land speed record car and running a Lola in the SCCA Continental Championship as well as preparing two winning Triumphs.

The Kastner-Brophy TR-6, driven by Carl Swanson, and the GT-6 Mk 3, handled by Don Devendorf, both won twice in February, at Riverside and Phoenix. Devendorf has since racked up three more victories to come within 9 points of the Southern Pacific Division DP Championship. Swanson, with one more win, leads C Production in SOPAC.

Other Westerners with early successes include Doug Brown, FP Spitfire (Doug is Chief Engineer at Kastner-Brophy) and Bob Ballou and Tom McCarthy, both GP Spitfire drivers.

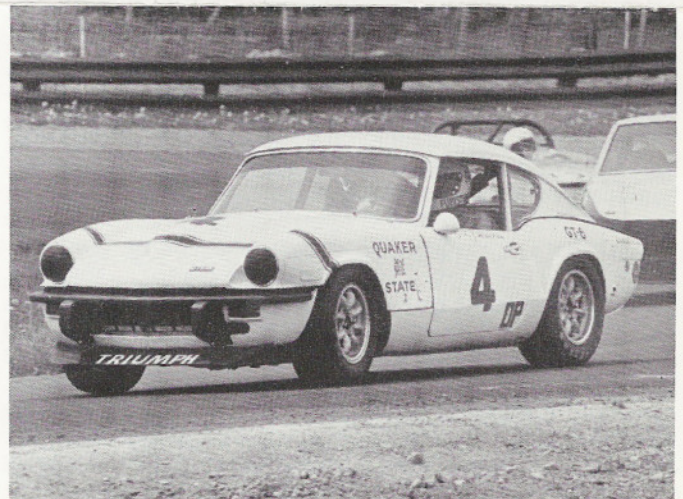
Racing at Dallas International Speedway began in February and the Eastern British Leyland team, Group 44,

travelled down to pick up a victory with Brian Fuerstenau's GT-6 Mk 3. Stan Trumbower, from Des Moines, was the CP winner there in his TR-6 and Jim Speck wheeled his FP Spitfire to a win.

Further action came in Texas in April at Victoria where Dave Dooley won DP in his GT-6 and Jim Speck did it again in F. Dooley repeated at Stuttgart the following week and Rick Cline, coming up from Florida, scored with a GP Spitfire. Speck and Trumbower had to be content with second places. Back at Victoria a week later it was Jim Ray 1st in FP, Rick Cline the DP winner in a GT-6 (yes, he has two cars) and a TR-3, driven by Phil Williams, slipped into 3rd in EP.

John McComb, assigned to the Group 44 TR-6 while Bob Tullius recovers from injuries sustained in a non-racing accident, won the CP race at Mid-America in May and Brian Fuerstenau tallied number two at the same race. Gerald Bloomer notched a victory in his G Spitfire.

Spitfires habitually win no matter what part of the country they are in. As the warm weather moved east, victories were scored at Michigan International by Keith Culley and Tom McCaughey in FP and GP. Ken Slagle



Brian Fuerstenau, master race car builder and driving champion, puts his favorite, the Triumph GT-6, through a high speed turn.

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RACING —

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celebrated May 21st and the first Northeast Division National by winning at Nelson Ledges. He did it again at Lime Rock the following week and fellow Pennsylvanian, Haskell Royer zapped the GP group for a win in his Mk II.

Down in the Southeast, Road Atlanta began the '72 season and the British Leyland pace car led two events resulting in Triumph victories. You guessed it . . . F and GP with the honors going to Gary Oullette and Rick Cline. Further west, as frequently happens, another new face brought a Spitfire into the winner's circle when Ed Alderman won GP at Donnybrooke.

And, don't forget all those who had been taking 2nds and 3rds all this time: Jim McCashin, John Vosburgh, Tom DuPree, Hiro Nishioka (at last, a real "Hiro" driver), Emmett Whittenton, George Martin and many others.

Back to Riverside at the end of May and, besides the Spitfire wins scored by Doug Brown and Bob Ballou, Mike Rockett made a very fine effort to take first in DP in his GT-6. Third went to one of the few good TR-4's still running, the well-prepared car of Norman Jenks. And, new-face time again, Evan Lee was second in a GP Spitfire.

1st at Thompson, Conn. for Slagle and Royer. 2nd for McCashin, 3rd in GP for Dave Belden. A trip to California soured on Group 44 when the best they could do was 2 2nd spots for Kelly in FP and Fuerstenau in DP at Laguna Seca, but Road America was yet to come.

In a strong return to action, the Group won FP, DP and CP at the Elkhart Lake June Sprints in front of one of the biggest crowds to appear at an SCCA amateur event. Kelly made the FP win over the current National Champion, Larry Campbell, in an MG Midget. Brian walked away from everyone and McComb simply blasted the opposition with the TR-6. The TR-3 showed up again. Dan Pohlbel, from Dayton, Ohio, is determined not to buy another race car . . . he's just going to do well with his good ol' TR-3 and he finished 2nd in EP to prove it!

While all this was going on, Randy Knowlton was winning GP at Hutchinson, Kansas with French Hickman right behind and Dave Dooley was taking DP in his GT-6. Jim Ray attended and took home the F trophy.

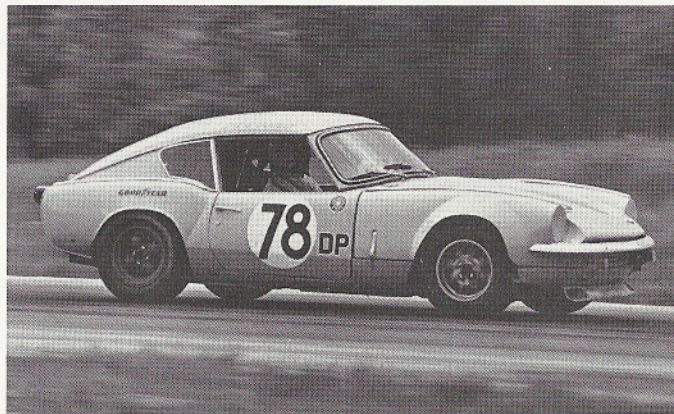
And so we come to the latest events. Laguna Seca, near Monterey, south of San Francisco, has the loveliest scenery and one of the hairiest race courses in the country. Bob Ballou did the job in his GP Spitfire with Delwin Hoffman 2nd. The F Production group got mowed down with ex TR-4 driver Steve Froines managing to grab 3rd. In DP things went better. Devendorf was the winner and the aptly named Mike Rockett was 3rd.

The 4th of July weekend proved John Kelly's jinx was conquered, at least for the time being. He won F Production and had a race-long duel with George Frey's EP Porsche for 2nd overall. McCashin was 3rd. Fuerstenau, handicapped with one fouled plug, was 2nd in DP in his five-cylindered GT-6.

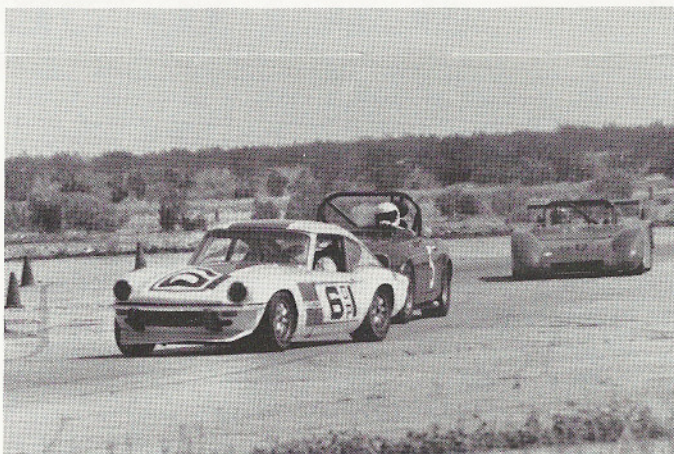
And that's it to date. There are many more Triumphs being raced than have been mentioned here . . . many of them well-prepared and ready to figure among the leaders as soon as "the bugs are all worked out". We'll be having more race reports in later issues. Meanwhile, those of you who plan to go racing, order the appropriate preparation book and then get in touch with the Competition Department for additional advice. For instance, since there isn't a Mark IV Spitfire book in print yet, you'll be wanting some help in setting yours up correctly. Call . . .

Mike Barratt . . . 201-461-7300 (East of Mississippi)

Jim Coan 213-323-2470 (West of Mississippi)



Oklahoma City's pride, Dave Dooley, on his way to the win at a recent SCCA event. Dave is a perennial at the ARRC.



The Kastner-Brophy GT-6 Mk 3 with Don Devendorf driving, shown leading at Holtville, Calif. Don leads DP in SOPAC.



John McComb of Hutchinson, Kan., does a fine job in Group 44's Triumph TR-6 pending the return of regular driver Bob Tullius.

CUSTOMER SERVICE MANAGER



Lawrence R. Abramson

Lawrence R. Abramson has been named Customer Service Manager of British Leyland Motors Inc., it was announced by R. W. Thomson, National Service Manager. The position is a new one.

Mr. Abramson will be responsible for direct liaison between owners of British Leyland products and the field services operated by the firm's distributors. He will also review current procedures and investigate new methods of meeting present day consumer requirements.

Before joining British Leyland, Mr. Abramson was with Fiat-Rosevelt Motors and the Volkswagen distributor and factory service divisions. He attended the Delehanty Institute and New York City College. The 37-year-old Mr. Abramson is married and has two daughters. He resides in Haverstraw, New York.

SOME THOUGHTS ON DRIVING LIGHTS

From *TRACTION*, April, '72

Driving lights are a boon to the fast mover at night either along capital highways or the tortuous mountain roads, but they can be a burden to the electrical equipment of a car, so, if we want to keep our electricals happy, there are a few points to consider before choosing a set of expensive lights.

The main problem, when faced with the initial purchase of driving lights, is (apart from the price) to buy lights which will not flatten the battery the first time the little beasts are used. Thus, it is essential that the capacity of the generator/alternator and the consumption by the lights and other electrical paraphernalia is determined beforehand.

If the capacity of the generator is known (25 amps for a GT-6 Mk 1), it is then possible to calculate the consumption, compare the figures, and select the right equipment. To calculate consumption, divide the total watts by volts; this will give total amps used. If the driving lights are used with main beam on the GT-6, consumption is about 23 amps: calculated thus,

Driving lights	2 @ 55 watts	= 110 watts
Headlamps	2 @ 60 "	= 120 "
Side "	2 @ 6 "	= 12 "
Tail "	2 @ 6 "	= 12 "
Plate "	1 @ 6 "	= 6 "
Instr. "	3 "	= 3 "
	<u>121</u>	<u>263</u>
		<u>22 amps</u>

Some consideration should also be given to other electrical items, such as front and rear flasher lamps (42 watts); stop lamps (42 watts); horn (84 watts); wipers (3 watts), ignition, radio, and any other electrical doodads you might happen to have.

As the GT-6 has a 25 amp generator, then the consumption is within the limits of supply. However, a net discharge will be tolerated for a measureable period of time; this is so because the battery has a 56 amp/hr storage capacity. But if supply is greater than demand, then the battery will be quite contented. When the right lighting is used, i.e., 55 and not 100 watt DL's, and persistent battery failure is experienced then the trouble must be somewhere in the charging circuit.

If the battery is not receiving the full benefit of the generator's labour, any component from the generator to the battery could be at fault. Such things as excessively worn generator bearings or bushes; maladjusted regulator; dirty or loose wiring connections; short circuit in the battery or elsewhere in the wiring circuit, will all help to reduce the efficiency of the charging system.

If maximum benefit is to be achieved and maintained, then the right equipment should be used and the electrical system checked periodically.

Peter McKernan.



"The Beast" '58 TR-3 of R. J. Hughes

DEAR TRIUMPH

Gentlemen:

I would not normally do something like this, but the Triumph ad, showing a TR-2, which appeared in the January 28th issue of Time Magazine, among others, made me think of my somewhat parallel experience with two Triumph automobiles. You will note that I have enclosed two photos, one of my first Triumph, a 1958 TR-3, and my present Triumph, a 1968 TR-250.

While I was not lucky enough to have a TR-2, I was fortunate enough to own an early fish-mouth TR-3. This was my first-ever car. When I bought it, it probably had over 80,000 wretched miles on it, and was painted a sickly Air Force jet-plane silver that had faded when drying. I tried to offset the paint job with the two black racing stripes. The previous owner said he had raced the car in hillclimbs and at the drags. The engine showed it; it was one of the gutsiest cars I have ever driven. Nail it and the old bomb would still march right up to a hundred.

As rough as this car's past had been, it still had a lot left in it. Many times I trekked back and forth 365 miles between home and college with it, usually without a top (in zero-degree cold), and usually with the insides packed to the tonneau with stuff. And not once did the car ever fail me. I really enjoyed that car; even had a name for it: "The Beast!"

My present car, the TR-250, was purchased new in 1968, and while it is not a TR-6, I am still most happy with it. When I first got it, my earliest impression of it was that here was the poor man's Jaguar; a great long-legged road car. It's that six-cylinder engine that does it. I've put many miles on that car up and down expressways and interstates cruising along behind that singin' engine. The car has shown the effects of the rough Rochester winters. That right rear fender is rusted through at the taillight, but I think that's because that fender is a couple years older than the rest of the car: it was replaced following an accident in December of 1968.

Yes my next car would very definitely be a TR; preferably a TR-6 "sportwagon" (one hopes Triumph will do this sometime in the near future), but for now I assure you I am quite happy with my 250. It just seems to love singing along down those interstates, and that's what I do with it most.

All of the above probably won't mean much to British Leyland, but that's all right; I certainly have enjoyed my two Triumphs. The ad is what got me thinking about it, and I knew I had a picture of the old Beast lying about somewhere.

But thanks for looking at the photos anyway, and for reading through my testimonial!

Very truly yours,
Robert J. Hughes