

TRIUMPHS & TRIBULATIONS



Parking events?



Photo Credits: Staff

ON THE COVER

*Antiquing to the north and Mudhens baseball to the south...great drives.
Good turnout for both. Thanks DeMuths and Meiers for hosting. **What's with Porky's?***

Triumphs & Tribulations is the official newsletter of the Minnesota Triumphs Sports Car Club. It is published monthly except for November and December. Deadline for contributions is the 20th of the month prior to publication. All the opinions expressed in the articles, columns and other materials are those of the author and do not necessarily reflect the position of MTSCC. MTSCC is not responsible for any technical advice which may appear in these pages. Classified ads in the Triumph Trader are free to MTSCC members and to members of other Triumph clubs. Submissions should be sent to the editor. Non-member and commercial notices are published for \$5.00 per month. VTR Newsletter Winner 1997, 1998, 1999, 2000, 2002 & 2004.

PREZ RELEASE

PREZ RELEASE

Where has the Summer gone as we are already preparing for the September meeting and getting ready for the Texas VTR in October and the Fall color tour. Speaking of September, it's time for nominations for Club officers with the election coming up at the final meeting of the year in October. Show your support for the club by volunteering to fill one of the board member positions.

I just ordered new front springs for the TR6 from Rimmer Brothers in England and if you haven't heard the exchange rate is in our favor so check out the good prices on Triumph parts directly from England. It also seems that the U.S. parts suppliers are having great sales tempting us to stock up on Triumph parts.

Sharon and I went to Britfest in Hudson on a beautiful Summer day and they had a great turnout. It was nice to see that Minnesota Triumphs were well represented keeping pace with the large number of MG's. John Myers had his beautiful baby blue TR4 at Hudson, which is always a pleasure to see along with his display of Triumph memorabilia.

I just registered for the national VTR event in Pottsboro, Texas at the Tanglewood resort and we have a great drive planned stopping at Hannibal, Missouri and a resort in the Lake of the Ozarks region. I've always wanted to go there so I hope it meets our expectations as we are spoiled by the wonderful resorts in Minnesota.

MONTHLY REPORT as of 8/16/2016

Club Funds Balance

Checking.....\$5,552.76

Savings.....\$7,254.18

Total.....\$12,806.94

Memberships

Total paid.....110

FREE DINNERS

At the September club meeting, the three members who guess our total balance without going over will each win \$10 towards their dinners, beverages, etc. Remember we'll have expenses and possible income by 9/8. GOOD LUCK!

FREE DINNERS

Note that the August Intermarque event at Cherokee park in St. Paul is sponsored by Minnesota Triumphs so try to break free on the last Sunday in August, the 28th.

Regards,
Terry Neuman
President MN Triumphs

BREAKFAST REMINDER

Breakfasts on Saturday mornings are now held at Elsie's. 729 Marshall Street N.E., Minneapolis, 55413. 8am start.



TRIUMPHANT LADIES

Are gathering together on an e-mail list! What's that about??? It's a casual way for us ladies to stay in touch about who is going to an event, meeting, trip or drive. We can also help each other stay informed about anything that comes up, such as if someone has surgery, or becomes ill, gets a new car or wins an award for a show. Knowing someone cares is always welcome! Also, this has the potential for growth into more, such as our own events and gatherings, etc. It's our own so it can be as much or little as we want to make of it. There are already a few on my list, and are added only by request. To be included in this fun (I hope!) venture, please email me. nancy@gelhar.com Thank you everyone!!!
Nancy

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MINUTES OF THE MINNESOTA TRIUMPHS

TR Monthly Meeting August 11
Semi-Official Minutes

81° and sunny skies. The previous night's torrential rain was but a soggy memory and 14 Triumphs made their way to Roseville VFW Post 7555. All of the cars able to remove their tops had done so. The ones who couldn't were jealous.

President Terry Neuman called the meeting to order at 7:20 after most people had wandered past the bingo game and down to the Post's basement. The bingo didn't delay many members but the parking lot tire-kicking and storytelling sure did.

Terry asked if we had any new members and five people raised their hands. Land o'goshen, that's a record since the club was founded. They introduced themselves but I was too slow to get their names. But we have three new Spitfires and two more TR6s to admire. (Or to host tech sessions that are open in September and later.) After new members introduced themselves, membership secretary Joe Demuth said we have 110 members.

Treasurer Terry Mackey delayed making his announcement of our current balance so people could guess the amount and maybe win \$10. The announcement came at the end of the meeting and three people won \$10 in this first and last event. Terry also said he was looking for pictures of the Miesville Mudhen event for the cover of this month's newsletter. (Look at the cover to see whether he got any and inside to see whether there are articles on the Mudhens and on the antique tour. Newsletter editor Orrin McGill always needs your contributions, articles, photos and want-ads. Newsletter@mntriumphs.org

Vintage Triumph Register rep Larry Sanderson said that the 2017 national convention would be in Princeton, New Jersey. This is located someplace east of Chicago. Membership in VTR costs \$35 and you not only get a nifty magazine but also keep the Triumph banner flying high here in the colonies.

Last month's minutes were approved more or less unanimously. Your secretary reported he will be in Jolly Old for the next meeting and he doesn't care whether you approve these minutes or not.

Event chair Pat Holt and intermarque rep Doug Burch both announced upcoming events that should be in the calendar. Pat also said he needs someone to host the Fall Colour Tour that we have every year and always spell it with the British "our" rather than the American "or." Bob Swanson said that his TR3 is coming along well with the club's help and he tentatively plans to drive it on the colour tour. So somebody step up to put this traditional event together.

The meeting was adjourned at 8:00.

The Meetings will be held here:

**ANDERSON-NELSON
ROSEVILLE VFW
Post 7555
1145 Woodhill Drive
Roseville, MN 55113
vfwroseville.com**

Minnesota Triumphs Tech Specialists

As a service to fellow members, club members with an expertise in a particular model of Triumph have volunteered to act as tech specialists for that model. They don't know everything but they do know a lot. So, if you have a question, give them a call.

TR2/3/3A/3B - John Kallaus (952-891-5266)

TR4 - John Myers (507-633-2017)

TR4A - Larry Sanderson (507-775-6940)

TR250/TR6 - Orrin McGill (763-755-7765)

TR7 - Charles Setala (651-490-0489)

TR8 - Greg Gelhar (763-424-6434)

Spitfire - Bill Gingerich (612-850-4072)

GT6 - Pat McFarland (763-427-5612)

Renown -

Citroën - A. Lindberg (651-292-8585)



YOU CAN STILL GO TO THE VTR CONVENTION Oct 3-7. Alright last month I asked you to stop what you are doing right now. Wrong I was because a few days later Red River Triumphs decided to extend the VTR registration saving of \$15 if you sign up now by September 3. So if not signing up in time to save the \$15 smackers was holding you back from going to the VTR convention in Texas this year, you can still go and save. After September 3 (maybe) the base registration is \$135, so go to www.VTR2016.com if you need a gallon of GL4 tranny oil. Credit cards and PayPal are accepted on line. Your registration includes 1 driver, 1 car, and 1 non driver. Modest fees are added for additional cars, and attendees both drivers and non-drivers. Registration without a car is just \$20. New member's, don't be like me missing years of fun VTR conventions because you are afraid to drive your cars 800 miles. You don't need a show car, in fact you may go in the family car for \$20 and see some beautiful cars and just have a fun time getting to know your Minnesota Tr members who are going, plus half the fun is getting there or coming back home. If you break down, so what, you will have a good story to tell when you finally get home. You do need to be a VTR member and since

you are a MN TR member, you should be a VTR member anyhow. They will charge the \$35 fee on the registration form. Look who's going to Pottsboro, TX below this column.

This year the autocross will be on a converted WWII airfield and concours will have an antique airplane fly-in. Richard Langworth, author and expert on Triumphs and Winston Churchill will be there. 2 Guyz Band (?) will play at the welcome party. A dinner cruise is planned around Lake Texoma. The registration form says the cruise is open to the 1st 60 folks, but they have chartered another boat so you are almost sure to make the dinner cruise. Rooms are still available but lakeside and kings may be gone. Cost for a room is still \$99. Call Tanglewood Resort at 800-833-6569 or check them out at www.tanglewoodresort.com. Plan ahead as the 2017 convention will be in Princeton, NJ.

Last month I reported that my 4A solid axle frame came back home. As time would have it, not much had been removed from the frame so I could have it cleaned or blasted. After speaking to Roger Kraemer, our tech consultant, he advised no tech sessions had been planned for August. So he scheduled a tech destruction session in my garage. As

luck would have it, those 12 guys who showed to offer their help, had to endure rain and the coldest day of the summer and a power outage in my garage. In not much more than an hour they had the frame stripped and then the camaraderie and libations began. **MANY, MANY THANKS TO ALL OF YOU AS YOU MADE TOUGH HEAVY WORK FOR ME LOOK LIKE A WALK IN THE PARK!!!!**

The June/July Vintage Triumph magazine was received this week. The Vintage Triumph is published bi-monthly and again a non member has missed a nice story on the TR2 plus tech tips on leaky master cylinders and lots more. If you can spare \$35, please join VTR as they continue to keep our sport alive. They supply our insurance for our events and they have a nice group of folks in the know to help you with your cars. You do not have to own a Triumph to join. Go to www.vtr.org and join today as you must be a member to attend the convention.

Best wishes and safe autumn driving. Larry Sanderson, your MN TR VTR liaison guy 507 269 1500 or myfriendlar@yahoo.com for questions, concerns or assistance

Pottsboro, TX Or Bust

Let's Go For It.

Lets see some beautiful country and have a great time at the Tanglewood Resort and Conference Center

Look Who's Going!

**Orrin & Pam McGill
Joe & Virginia Bisanz
Larry & Gayle Sanderson
Greg & Carole Thompson
Terry & Sharon Neuman**

**Terry & Bernadette Mackey
Pat & Marsha Holt
Bill Nelson
Joe & Karen Demuth
Joe Soucheray**

Please refer to www.VTR2016.com

Triumph Calendar

SEPTEMBER

8-Club meeting

10 - CAF Hanger Dance 6PM to Midnight (host: Dick Leighninger)

10-Wheels & Wings in Osceola, WI, Followed by a club picnic at the Ethiers.

10-Summer Picnic at Phil & Sue Ethiers

17 - September Tech Session:
The Sept tech session will be held on the 17th at David Moracco's home 8335 Fairchild Ave, Mounds View MN 55112. David has 64 Spitfire that hasn't run for about 30 years. The motor is together but the carbs are questionable. He would like to get it running. Doug Burch has been over to help David and knows a lot more than me. Let's put our best foot forward as David is a new member and show him what we are all about. David requested a head count to make sure he had enough food and beverage. His phone is 763-786-6823 or e mail moraccodavid@gmail

THANKS

Roger Kraemer

Tech Session Coordinator

23-25 - Waumandee Hillclimb in Alma, WI

zz-Mystery Tour (host needed)

OCTOBER

3-7 - VTR in Pottsboro, Tx

8 for the Fall Color Tour

13-Club meeting

15-Color Tour (host needed)

NOVEMBER

13-High Tea at 1 PM (host: Gary Stephenson and Barb)

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5995 Highview Place, Shoreview, MN 55126

Email: scrixen@gmail.com

Cell: 612-877-1938

See Intermarque Monthly at:

www.intermarque.org

2016 MULTI MARQUE CALENDAR

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR.

For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

ONGOING

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8 a.m., Elsie's Restaurant Bar and Bowling, 729 Marshall Street N.E., Minneapolis, MN 55413. Everyone is invited! Special room for the auto-afflicted. Attendance on recent Saturdays has been twenty to thirty or more. Women are invited every Saturday but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Map to the Elsie's at <http://elsies.com>

East Ender's Saturday Morning Breakfast Now gathering at the The Brookside Bar and Grill in downtown Marine on St Croix on the first and third Saturdays at 9am. Brookside has outside tables, plenty of parking, and great Bloody Marys (for those who are so inclined). Feel free to post comments on the InterMarque Facebook page.

Sept. 10: Wheels and Wings Osceola, WI. Parking begins at 7am. Judging from 8-11am. Airshow in the afternoon. More updates will be posted here: wheelswings.com

Sept. 15-18: Volvo Club of America National Meet in Association with VSCDA's Elkhart Lake Vintage Festival, Road America/Elkhart Lake, WI. Volvo-featured marque for full weekend of vintage racing with cars from throughout North and Central America. Sponsored by Volvo Car USA, they will have museum cars and new cars for test drives. Autocross on Road America's Motoplex. Additional details at www.vcoa.org and www.vscda.org.

September 18: Wheels of Italy event
– 10–4pm. Calhoun Executive Center
– 3033 Excelsior Blvd, Minneapolis MN 55447 wheelsofitaly.com

September 23-25: Waumandee Hill Climb– See flyer this issue.

Sept. 25: InterMarque Picnic – 1:00 pm monthly gathering for a picnic at Cherokee Park in St. Paul. Bring your own food and refreshments.

Always happy to add events!
Please send any event
suggestions or corrections to
InterMarque@gmail.com.

RENAULT WINS

1st place, class A 49.18 mpg
2nd place, class B 48.54 mpg
3rd place, class E 50.13 mpg

1960 MOBIL MILEAGE RALLY

FINISH
Mobil MILEAGE RALLY

Once again, Renault cars met tough, stop-go, city traffic conditions that were part of the recently held 1960 Mobil Mileage Rally, and came through with amazing mileage figures. Impartial judges saw the Renault 4 cv come through to win first place (Class A) with a 49.18 MPG. The famous Dauphine (Class B) racked up 48.54 MPG, the Caravelle (Class E) 50.13 MPG! Plan to stop in and see the ever-stylish Renault Dauphine soon. (At a new low price!) You can check the Mobil Mileage Rally statistics for yourself and you can also check the Dauphine's many big features! Deluxe Heater, 4-door, unit-body construction, optional sun-roof, city-horn/country horn, choice of 7 handsome Paris colors, terrific 6-months warranty (no mileage limitations). See the complete line of fine Renault Products: Dauphine! 4-cv! Caravelle convertible! Wagons & Trucks at your local Renault dealer.

RENAULT INC. 750 Third Avenue, New York 17, N.Y.

REGULAR CLUB EVENTS

Audi Club Glacier Lakes, Most months there is a Third Thursday gathering with time & date announced at audiclubglacierlakes.org

Austin-Healey Club of Manitoba, Regular monthly Club meetings on the 1st monday of each month, 7:30 pm. except when monday falls on a long weekend, then it is the next monday. No meeting in December. Also check our website for the meeting locations as well as various other events, breakfast drives etc. during the summer months, see www.ahcm.ca

Arrowhead Sports Car Club Monthly Meeting, second Thursday of the month, 7:00 p.m., 4767 West Arrowhead Road, Hermantown, Minnesota. Info: www.arrowheadsc.org

British Iron Society Informal gathering, 8 am every Saturday morning at the Fry-n Pan, Fourth and Main, beautiful downtown Fargo, North Dakota. Info: mail@britishironsociety.com

Fahr North Gathering EVERY 3RD THURSDAY, 5pm. Club Jaeger: 10th & Washington Avenue North, Minneapolis Mostly Porsches guys, but all are welcome. Contact : Eric Erickson 952-426-5024

Mercedes Benz Club of America, Twin Cities Section Informal dinner and discussion, first Wednesday of the month, 6:30 p.m., Lion's Tap Restaurant, Hwy 212 and Cry Rd 4, Eden Prairie, Minnesota. Info: 952-829-0848

Minnesota Austin-Healey Club Pie and/or Pint With the President, first Wednesday of the month, 7:00 p.m. or before. Joseph's Grill, 140 South Wabasha, Saint Paul, MN. Info: www.mnhealey.com

Minnesota MG T Register MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield, Minnesota. Info: Steve Blomberg 612-869-8264 striumph77@aol.com

Minnesota SAAB Club Monthly Meeting First Thursday of the month, 7 p.m., Dover in the Double Tree Hotel, 1500 Park Place Boulevard, Minneapolis, MN 55416 Chris Luick 612 250 6788 or www.mnsaabclub.org

MUM: Minnesota United Minis at irregular times and locations. Check out our Facebook page.

Minnesota Triumphs Monthly Meeting, second Thursday of the month (except Nov. & Dec.), 7:00 p.m., The **September and October** Meetings will be held here: ANDERSON-NELSON ROSEVILLE VFW Post 7555 1145 Woodhill Drive Roseville, MN 55113 vfwroseville.com

Stella del Nord (Alfa Romeo) Monthly pizza and wine gathering, second Monday of the month. Contact Ed Solstad for time and location. 612-822-0569 or esolstad@presenter.com

The Regulars, twin cities vintage scooter club Semimonthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd, Minneapolis, Minnesota. Info: www.minnescoota.com

Thunder Bay Vintage Sports Car Club Monthly general meeting Third Thursday of the month 7pm at the Slovak Legion, 801 Atlantic Ave. Thunder Bay, Ontario. Sept. to May, in the summer we drive! www.tbvsc.ca

Triumph Drivers of Manitoba Monthly meetings, open to interested parties, are held on the second Thursday of each month at the Irish Club, 654 Erin Street, second floor at 8:00 p.m., Winnipeg, Manitoba, Canada. Info: www.britishcar.ca

Twin Cities VW Club Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW, St. Louis Park, Minnesota. Meeting usually lasts 30 to 45 minutes. Info: www.twincitiesvwclub.com

ZOOM Datsun/Nissan Z Owners. 1st Monday of the month 6:30 pm (locations vary) For details join <https://www.facebook.com/groups/ZoomZcar/>



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TRRRRRIFIC!

THE GROUP 44 TRIUMPH TR6



There are always certain cars that stand out in memory like lighthouse beacons, and as an old (you could say raggedy old) Triumph racer, one of my personal favorites has always been the Group 44 TR6. I first saw that car at the SCCA Runoffs in 1974, and if you've never been, the Runoffs are as spectacular a weekend of racing as you could find anywhere on the globe. Think of them like the Olympics: a once-a-year shootout that draws the best amateur (and quasi-amateur) racers from all over the continent and determines, in a series of balls-to-the-wall, all-or-nothing 30-minute sprints, individual National Champions for every single SCCA class. It's something to see.

Unlike today, back in '74 there were only two huge, brightly-painted semi rigs parked stage center in the Road Atlanta paddock: the one holding Bob Sharp's spiffy

(and factory-backed) red, white, and blue Datsuns and Group 44's equally-official British Leyland/Quaker State 'great white wave' of English sportscars. All the rank-and-file club racers used to gawk and mumble as they stumbled past those two professional-quality encampments, and the talk all week long was about the upcoming C-Production showdown between Bob Sharp's 240Z and Group 44 team leader Bob Tullius in the fuel-injected TR6.

Truth is, the race didn't live up to expectations, as try as Tullius might, Sharp's slippery, powerful Z-car inched away a couple tenths every lap (especially on that loooooong Road Atlanta backstraight) and finally Tullius had to pull into pit lane with something well and truly cooked (like you could see flames!) inside his left front wheelwell. Sharp went on to cop the C-production National Championship (one of six

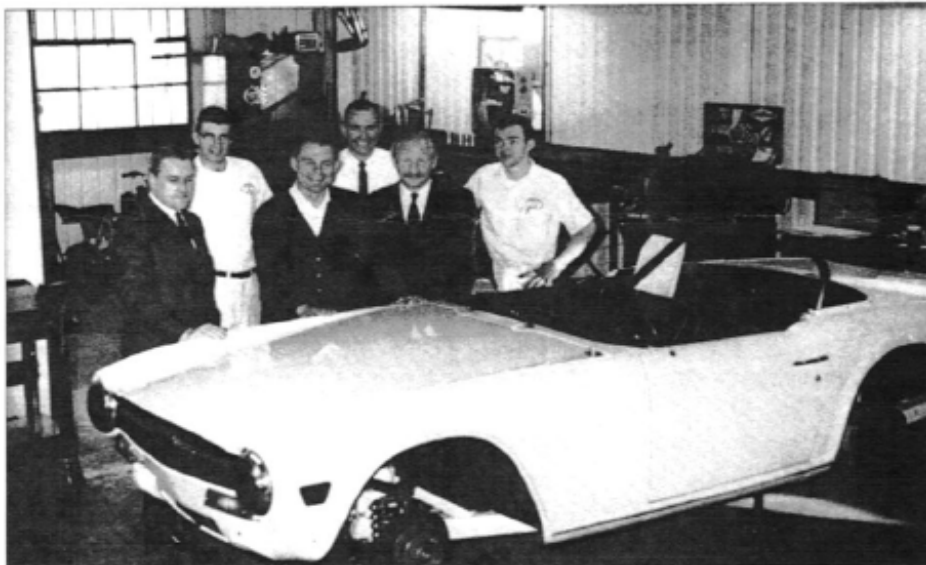
Six of one isn't always half-dozen of another

by BS Levy

Bob Tullius at the wheel of the famed TR6, November 1972. (Hal Crocker photo)

RIGHT: January, 1969- the first Group 44 'TR6' is created by removing the body from a TR250 chassis and dropping the new TR6 body onto it! Who knew? They did (L-R): Ed McCauley, V.P. Finance, BL; Brian Fuerstenau, Bob Tullius; John Kelly; Graham Whitehead, BL President; and driver Mike Downs.

BELOW: Road Atlanta 1971, and Bob leads the hot new Datsun 240Zs and Porsche 914s through the esses.



Mike Cook

he won for Datsun) while Tullius & Co. went back to Group 44 team headquarters in Falls Church, Va., with the distinct impression that the long-stroke, pushrod TR6 was just not going to cut the mustard against the Z-cars - at least not at the Road Atlanta runoffs, anyway.

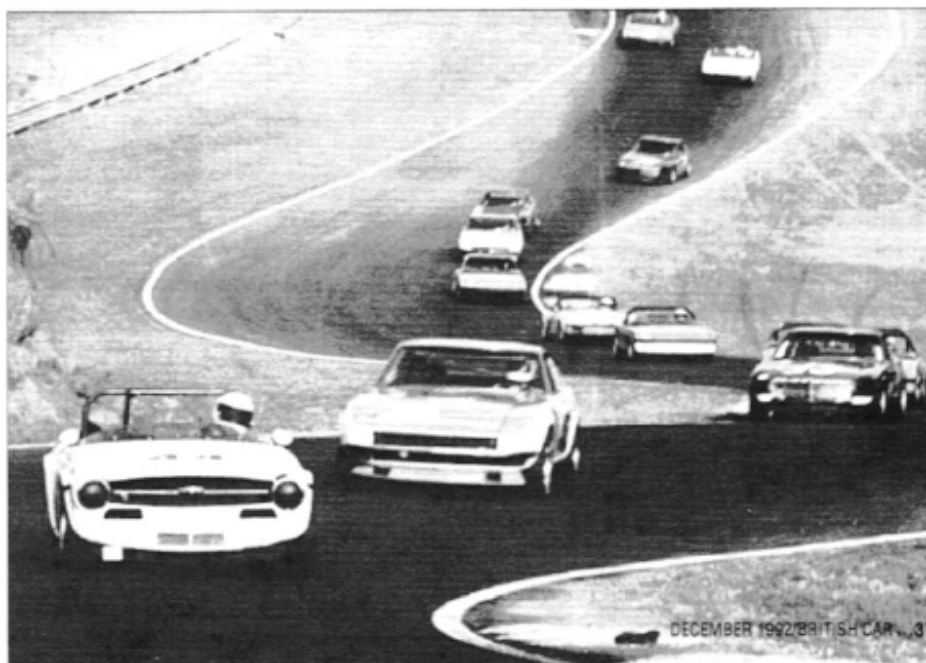
But racing success often boils down to schmoozing the sanctioning bodies as much as outsmarting or out-driving the opposition, and somehow Mike Cook and the lads at British Leyland, uh, convinced the SCCA that the TR6 should really be dropped down a class to D-Production. The pound of flesh was that it had to gain 130 pounds and run the generally unloved (mostly due to smog-tuning) dual-Strombergs in place of the fuel injection that wasn't available on U.S.-spec cars.

Come 1975, Tullius moved up to the team's new B-Production XKE V12 (winning the national title, by the way) while Group 44 relief man extraordinaire John McComb was called up from the minors to do his

stuff once again. Which he did in fine style, winning a whole bunch of Nationals and even taking on the big V8 Detroit Iron and 3-litre Porsches in the pro Trans Am race at Brainerd, Minnesota. It was a combined National/Trans Am weekend, see, and McComb and the TR6 were running so strong among the amateurs (not to mention that a lot of the so-called 'pro' Corvettes, Camaros, Mustangs, Porsches, etc. looked pretty weak) that the team elected to haul the 'C-Production' fuel injection out of the transporter and let McComb and the TR6 take a shot at the so-called Big Boys. They finished third. Not "in class", but overall.

Which would've made winning the D-Prod National Championship at the runoffs almost routine, except that McComb and the TR6 chose to do it on two flat tires. No lie. McComb qualified on pole with a couple seconds in hand over two-time defending champ Lee Mueller in the Huffaker-prepared Jensen-Healey and proceeded to literally run away with the show for thirteen out of eighteen laps, building up a comfy ten-second lead and never putting a wheel wrong. Then John's lines started to get a little, er, odd. The Group 44 crew could see him struggling as the car squirmed through the last turn onto the pit straight, saw the lap times going up by a second, then two, and watched in horror as the gap to Mueller's Jensen started shrinking dramatically...

But the checker fell just in time, allowing McComb to eke out a narrow 2.2-second



Bill Hall







Tullius at Silverstone, England, 1972; to dispel rumors that the pristine TR6 exhibited at Earls Court on British Leyland's stand was merely a showcar and not the famous US racer, BL brought Bob, the car, and a large press contingent to Silverstone. Bob drove the track and beat the lap record for his class, with a journalist in the car!

victory. When he pulled the TR6 into victory lane, both the left front and right rear tires absolutely *flat*. "I didn't know what was going on," John allowed in his matter-of-fact Kansas drawl. "It would push going into the turns and then want to come out backwards. I thought maybe the swaybars broke or something. Anyway, I'm sure glad the flag fell when it did. I was starting to get a little worried."

Indeed.

But the *big* story at The Runoffs that year was the presence of actor-cum-racer Paul Newman in the Sharp/Datsun compound. Newman had picked up the racing bug during the filming of the movie *Winning*, and had wisely apprenticed himself to the accomplished Mr. Bob Sharp. Throughout the runoffs weekend, Newman and his family were the unwilling center of attention, as ogling throngs of stargazers buzzed around the Sharp bivouac like flies on puppy poop. But Newman proved he could *drive*, too, running well towards the front in the B-sedan race. Still, it wasn't a *win*, and, after witnessing McComb's dominating performance in the TR6, Newman decided to buy it. That was just fine with Tullius, since the handsome TR6 roadster was being phased out of British Leyland's showroom lineup to make room for the ugly, doorstop-shaped TR7 coupe (what in the world were they thinking - or *smoking* - back in England?). In any case, having a mainline Media Favorite like Newman racing a BL product was certainly worth a few pounds of printer's ink.

Newman's crew repainted the car silver and black and Bob Cuneo of Chassis Dynamics made a few changes to the running gear (including the addition of coilover tube shocks in back) and, after an initial spate of engine problems (finally solved with a billet crank and a more conservative redline) Newman drove the car to several wins and a second straight National Title. But again it was no cakewalk, as the field was one of the most competitive ever, with several different car/driver combinations well and truly in the hunt. First Newman's soon-to-be teammate Jim Fitzgerald led in his Datsun 2000, hotly pursued by James Reeve's often-sideways Yenka Stinger Corvair. But then Fitz's engine went sour and the Yenka suffered a flat and all of a sudden it was Newman in the lead. But only by a whisker. Filling his mirrors and snapping at his heels was three-time (and eventually four-time) National Champ Lee Mueller in

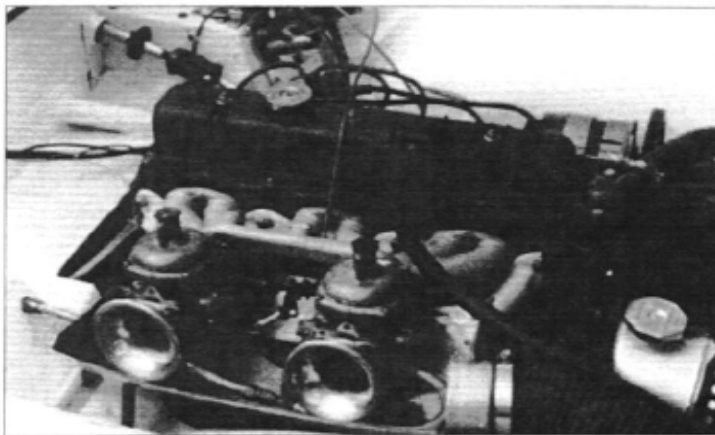


John McComb drove the TR during Bob's absence in '72.

cognoscenti knew that racing paddocks worldwide are filled with drivers who *can't* do exactly that. Truth is, Newman did one hell of a job - especially for a guy who didn't even *start* driving competitively until nearly age 50.

That silver-and-black TR6 did a pretty swell job, too.

Paul Newman was kind enough to give me a call after he heard I was doing a story on the car, but, strangely, it wasn't the anecdotal Writer's Goldmine I'd imagined. He remembered a few things about the TR6 (particularly the way Ken Slagle's TR7 gave him *fits* throughout the 1975 National season) but very little of the fun stories and mechanical romance I've come to expect when people start talking about their old racecars. It wasn't until a few days later that it hit me: most racers - especially at the amateur level - *live* their racecars. They nurse them through the garage allnighters and worry them through each new development tweak and get up at three a.m. to tow them halfway across the damn country just so they can spend an hour or so per weekend enjoying them on a racetrack. It's the part of motorsports we all grumble and groan about (that and the #@!*&?! money) but it really amounts to the context and richness of the experience. As an arrive-and-drive guy who's had the red carpet rolled out in front of him (whether he wanted it or not) from Day One, Paul's perhaps missed out on the special bond that develops when a few quarts of your own personal blood, sweat, and tears are mixed up with the crankcase oil.



The heart of the awesome TR6: nothing fancy, just a very well-engineered and meticulously-prepped motor, seen here in its dual-Stromberg configuration.

Bill Warner

Behind the Wheel

As you can imagine, I was pretty excited when the opportunity popped up to drive this hallowed chunk of sportscar history at Savannah last fall. Current owner Bill Warner (another of those writer/racer types, so look out) has restored it to accurate Group 44 specifications, including an engine with the original -and highly modified- Stromberg carbs done by the Group 44 *maestro* himself, Brian Fursteneau. Just as when Group 44 campaigned the car, Warner keeps it squeaky clean and dead-nuts authentic in every respect (although he did keep the tube shocks and the odd -and amusing- Datsun shiftnob that found their way onto the car while Newman owned it).

John McComb happened to be a driving instructor of mine at Skip Barber's excellent Ford school (but don't hold that against either John or Skip, as they did their best with the material at hand) and, over the years, he's become something of a mentor and friend. I decided to ring him up for a little pre-drive briefing on the TR6 he drove to a National Championship, as his cautions and advice regarding the Group 44 GT6 we tested last year proved 100% accurate and tremendously useful. But John didn't have much to say about the TR6. "You'll absolutely love it," he said simply, "It's a real race car".

As usual when it comes to anything remotely connected to racing, John McComb was right. In fact, there's really not much to say about the Group 44 TR6 except that it's the nicest-handling, best balanced, most graceful, and most pleasurable-to-drive production-based racecar I have ever experienced. Period. Oh, the longstroke, low-revving Triumph six is sort of a slug; not because it's *slow*, exactly, but because it lacks that rear-up-on-its-hind-legs *sparkle* of a 'real' racing motor. But it gets the job done and sounds pretty neat - if a bit trucklike - and you gotta admire how it pulls clean and strong from down in the lower registers all the way up to the conservative 5700 rpm redline. Plus the broad, flat torque curve is an excellent match for the gearbox ratios currently fitted to the car.

Where the car really shines is in the corners. It seems to its way through transitions like some kind of Hollywood special effect, going from braking to turning and sticking to sliding with no perceptible hops, steps, judders, or rough edges. Effortless Poise would be a good way to put it, and there's simply no point piling up more hyperbole or superlatives except to say that I'd eat my dog, have my wife take in laundry, and hock my kid's college education just to drive that thing again. It was that nice.

The amazing thing is that I'm not particularly fond of TR6s as a general species. Oh, they're sharp enough to look at, but we worked on a bunch of them when my wife and I had our car shop in Chicago, and I always thought they were kinda tinny and buzzy and anything *but* all-of-a-piece. Plus you could never get those damn early smog motors to pull strong or clean, and I remember the stock IRS used to bob up and down like a pogo stick over road undulations or anytime you popped a quick shift. Then the rear springs'd lose their ginger over time and you'd sorta *age* your way to four or five degrees of negative camber and some really scary bumpsteer characteristics at the back end.

So you'd have to say the real essence of this story is the sow's ear/silk purse relationship between what a manufacturer offers to the public off the showroom floor and what a sharp, ingenious racing team can mold and massage it into for competitive purposes. Truth is, the end result usually has more to do with the talent, skill, hard work, budget, and imagination of the racing team involved than whatever manner of tin blivit they start with. I submit the Group 44 TR6 is an excellent example. Maybe even better than excellent, since new owner Warner did the absolutely incredible during the restored TR6's first-shot-out-of-the-box 'shakedown' weekend at Savannah. He entered the Rolex-sponsored 90 minute Historic Enduro (see *At Speed!*) - just to get a little more track time, y'know? - and *won* the damn thing. Outright. Against all manner of Corvettes, V8 ponycars, bulge-fendered/whale-tailed Porsches, pukka sportsracers, and Lord only knows what else. Shades of McComb's drive at the Brainerd Trans Am back in '75. Sure, Bill had a little luck and got some mighty good breaks, but he was still pretty damn impressive, no lie.

And, once again, so was the car. □

October 1976; Paul Newman on his way to another win in the TR6, which he bought from Group 44 after seeing it win again and again.



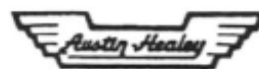
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Drive West Young Man/Woman To Colorado

Join your hosts Orrin & Pam McGill and Joe & Virginia Bisanz on a drive to the beautiful gold mining town of Ouray, Colorado in Southwestern, CO.

We will leave early on Fri. Sept. 9th stopping around Grand Island, NE for the day. Saturday we drive to Pueblo, Co. Sunday we'll drive the scenic Hy 50 to Hy 550 into Ouray, CO.

We'll be staying at the Hot Springs Inn in Ouray where each room has a patio to sit and watch the Uncompahgre River flow by just a few yards away. The following days Monday thru Thursday we will set out each day mid-morning after breakfast and drive a different loop route of approx. 130/miles each day thru five different National Forest and Wilderness Areas. The scenery and views will be beautiful for top down driving at an easy pace in this early fall time in the Rocky Mts.

At the end of each day we arrive back at our rooms for leisure time and a drink & conversation on the patios before dinner. At this time of year the aspen trees should be starting to turn color and school will have started freeing up our routes of vans & buses but the weather will still be wonderful.

The four loop routes around Ouray that we will be driving on are the routes that the MG clubs use for a Time and Distance fundraising event held in the town of Ouray. They're "the real deal" for driving fun & scenery.

We've reserved six rooms at the Hot Springs Inn of which four have been taken - McGills, Mackeys, Bisanz & Wilcoxsons. The Berg's are going but will be towing their TR6 behind their motor home and staying in it next to the Inn.

Please let Orrin or me know if you'd like to join us soon so we can reserve more rooms.

The return trip home will be 2 1/2 days also. We hope you'll consider joining us.

Joe Bisanz

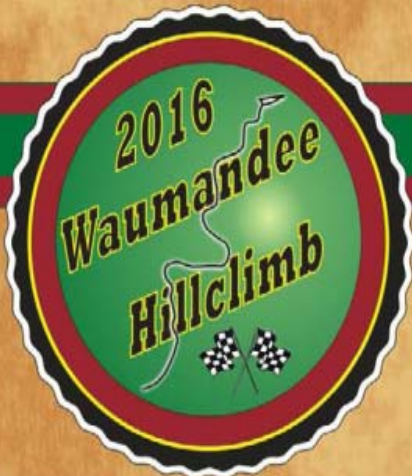
InterMarque Sunday Picnics!

**1 P.M., CHEROKEE PARK
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**AUG. 28
SEPT. 25**

**See
calendar
for
details.**



The Minnesota Austin-Healey Club Invites You

September 23-25, 2016

Alma and Waumandee, Wisconsin

Open to vintage vehicles 1986 and older

Agenda for the weekend in Alma and Waumandee:

- Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- Saturday evening: Awards banquet dinner set in beautiful downtown Waumandee
- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive?

Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 21 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver	Waumandee 2016
	\$75 / \$60
Year, make, model, color, requested car number	
Email and phone	
Emergency contact name and phone	
Award banquet dinner(s) at \$20 each =	
Overnight parking/camping in hillclimb paddock \$20	
Total payment \$	

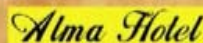


Despite the precautions taken, this event remains dangerous and may result in property damage, serious injury, or death. All participants enter at their own risk and peril.

2.3 miles

18 turns

430-foot ascent



Questions? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net

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Pierce Manifolds
Downdraft 2 Barrel Webers
DVG w/ Linkage (carbs need rebuild)

2 - CORE TR-6 Rear Hubs
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2 - 72 Spoke Wheels

1 - Bugeye Radiator

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651-454-2037
Contact for Prices

FOR SALE: Original Hard Top for a 1958 Triumph Sports Type 20 TR3A. Top is in excellent condition. \$400. Contact Jerry Behrens at jkbehrens@msn.com or phone 651-645-2457 for more information (please leave message if phone is not answered)



1980 1500 Spitfire, carmine red, am-fm cd radio, plays up to 10 cd's. New top, boot, interior. All bearings recently packed. Has a hardtop also. Needs some work. Tonneau cover. Contact Rick at 612- 963-1827. \$5,995 obo.

75 French Blue TR6, all new fenders, rockers, and rear deck. Beautiful paintwork. Approx. 70,000 miles, very good condition. \$12,000. The car is located in Stillwater. Contact Brent Johnson at 612-790-7292 or Brent@producersconsortium.com



WANTED

Seats For TR-6 or Spifire

1969-1972 high back seats that recline preferred. Call Mark (651) 450-9504

Boot (trunk) floor for a TR7. will take the hole body shell if necessary. Also looking for **Custom wheels** for a TR7, prefer 14in or 15in. with or without tires. Contact Roger Kraemer 651-207-3920 or kraemer@q.com

651-242-7635

BREAKFAST REMINDER

Breakfasts on Saturday mornings are now held at Elsie's. 729 Marshall Street N.E., Minneapolis, 55413. 8am start.



Trader information *Members' notices run three months — unless you tell the editor to drop them earlier or keep them running longer. Dates in parentheses indicate the first month in which they ran. Non-member notices are published at a rate of \$5 per month.*

About Minnesota Triumphs Car Club

Minnesota Triumphs formed in 1981 when a group of Triumph enthusiasts met for an afternoon of fun and conversation at Fort Snelling Park.

Since then, the club has grown to more than 150 members from throughout the Midwest.

Our activities include:

- Monthly meetings
- Social gatherings
- Tech sessions
- Road rallies
- Regional and national events

We welcome all Triumph enthusiasts, whether you own a concourse-winning showpiece, are restoring a diamond in the rough, are searching for just the right addition to your garage or just appreciate the marque.

Together we can locate those hard-to-find parts and assist one another in keeping our vehicles on the road. But most of all, the club offers opportunities to explore some of the best roads in the region with others who enjoy the Triumph experience.

Membership

Our membership year runs January 1 through December 31.

Annual membership is \$25 (an additional \$1 provides your partner with voting privileges at our annual election of officers). With this membership fee, your newsletter can be seen on-line or you can pick up a hard copy at the monthly meetings.

If you prefer to have your newsletter mailed to you, membership fee is \$35 (plus \$1 for partner's voting privileges).

Join after September 1st and enjoy full membership benefits through the remainder of the current year and the entire next year.

Monthly Meetings

Minnesota Triumphs meets the second Thursday of each month, during 2016 the meetings will be at the:

**ANDERSON-NELSON
ROSEVILLE VFW
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Roseville, MN 55113
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*influenced by "Treasure of the Sierra Madre"



MEMBERSHIP NOTES



The club welcomes new members Gary and Pam Freiberg. *Editor's note, I don't know the name of the dog.* Here is their story:

My wife Pam and I moved to Hudson WI from Mebane NC, in April of this year. We have lived and moved all over the nation and a part of our moves included a motorcycle that we haven't used in a number of years. Pam and I had talked about selling the motorcycle and after moving to Hudson we decided it was time. However, after a few weeks on Craigslist with no inquiries, our thoughts changed to 'wouldn't it be neat to find a trade for a sports car?' After a week we found an individual that was interested in trading his 1978 Spitfire for my 2001 Kawasaki.

What a good trade that has been and what a hobby it has started.

After a couple of months I began to think an OD transmission and a hard top would be our next treasure hunt. Once again Craigslist came through. Two weeks ago Pam and I grabbed a trailer and picked up a parts car in Rochester MN - a 1979 Spitfire with a hard top and OD transmission.

I got the engine running and it sounds smoother and stronger than my other engine. The body is in fair-to-bad condition and the transmission needs to be rebuilt, reverse is out. The goal of the parts car is to make up the cost of the car by selling off parts. However, while stripping the car we decided to do a frame up restoration of the 1979 frame and mechanicals and once completed we would transfer the 1978 body to the restored frame.

Well, it appears that I've got the disease - I spend every free minute working on this project! taking as many outings as possible, and contributing what I can to the group.



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Membership Form
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 \$35 for a single membership + mailed newsletter
 \$26 for a family membership + emailed newsletter
 \$36 for a family membership + mailed newsletter
 Mail to: Joe DeMuth, 4018 Emerson Ave N, Minneapolis, MN, 55412
 I am a member of VTR Yes No

The Minnesota Triumphs Club is dedicated to the preservation and enjoyment of the Triumph Marque. It was formed in 1981 and is a charter member of the Vintage Triumph Register. Correspondence can be addressed to:

Minnesota Triumphs
4018 Emerson Avenue N
Minneapolis, MN 55412



Check our web site at:

www.mntriumphs.org

Membership meetings are on the SECOND THURSDAY of the month (except no meetings in November and December). Meetings begin at 7:00 p.m. and are held at the Fort Snelling Officers' Club, just south of the Minneapolis St. Paul International Airport. Everyone is invited to attend, whether you are a member or not.

2015 OFFICERS

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President@mntriumphs.org

Vice Prez

Jon Meier
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Intermarque Liaison

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763 780 4706
Intermarqueliason@mntriumphs.org

Past President

Larry Berg
612-228-0072



Are you connected to the group? Do you get in on the latest information?

We have an e-mail site you can easily join. It is Minnesota Triumphs Yahoo mail.

Simply send an e-mail to

mntriumphsgroup-subscribe@yahoogroups.com

You don't have to ask for anything, they will see your e-mail address and take it from there.



Photo Credits: Doug Burch



Triumphs & Tribulations
c/o Orrin McGill, Editor
4018 Emerson Avenue N
Minneapolis, Minnesota 55412