



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



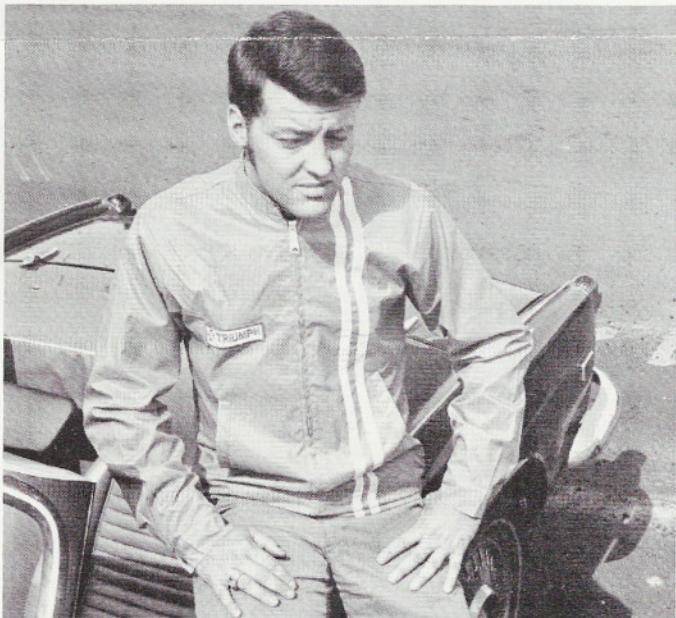
NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 15, NUMBER 8

AUGUST, 1969

NEW JACKETS AVAILABLE FOR STYLE-WISE MEMBERS



The latest thing for the TSOA member is the new official TR jacket. In blue nylon poplin with white racing stripes, it's just right for every sports car occasion. At \$4.75, it's a bargain for any occasion.

When driving your TR, dress for the occasion in Triumph's new official jacket. Made of nylon poplin, the new lightweight has a sturdy zipper, Mandarin collar, deep side pockets and an elasticized waistband. On the right front is the new-style Triumph emblem. The color is brilliant blue and two white racing stripes complete the effect.

Our new jacket is not just decorative but a sturdy garment that will wear well through any sports car activity. It is water-repellent and warm enough to take the chill off of early-morning rally starts and tech lines. With a sweater underneath you're set for all but the coldest days. It's perfect for skiing, just right for camping, washable . . . need we say more?

By the way, the TSOA jacket emblem will harmonize beautifully with the new jacket . . . we'd suggest sewing it on the left front or possibly on the sleeve.

Triumph nylon jackets are available in small, medium, large and extra-large. The sizes are generous and we do

THE HILL RUNNERS AND THE COMMITTEE

reprinted from TRUMP, Wisconsin TSOA

In the ancient past, a series of events or contests was once held involving a multitude of contestants who ran up a hill as fast as they could. The particular hill to be used for the run had been previously selected by a committee. The first person to reach the top received many fine laurels as well as the very coveted Brass Olive Branch award.

The events were highly competitive with hundreds of entrants, but only the most nimble-footed runners won or placed in the contest. It was indeed a sight to see all the hill runners struggling up the hill as fast as they could, jumping over obstacles, avoiding boulders and skirting the cliffs on the hillside.

Some of these runners, because of superb training and constant practice, became quite proficient in the sport and they won almost all the events. This fact, however, did not seem to please the committee which selected the hill for the contest. They believed that if more obstacles were placed on the hill, the competition would be all the better, and also the committee found that they derived a vicarious pleasure from placing more boulders (873, to be exact) in the expected path of the contestants.

Lo and behold, the same people won the events as before, although several runners were seen to collide with the boulders placed by the committee and to suffer per-

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not recommend ordering over-size "just to make sure." In fact, although we have formerly recommended ordering a small to fit our lady members, many of the girls will probably find this too big so we are investigating ladies' sizes and will report next month.

Triumph jackets should be ordered direct from the manufacturer. *Please do not order from TSOA.* Send a check or money order for \$4.75 per jacket to:

Louisville Manufacturing Company
P. O. Box 1436
Louisville, Kentucky 40201

Please do not forget to specify the size(s) required and give your address!

SERVICE INFORMATION

Oil Pump Filter Screens — TR-6 and GT-6+

It has been established that the oil pump pickup screen on an isolated number of TR-6 and GT-6+ cars can, under certain running conditions, become partially blocked, with a resultant drop in oil pressure. This can affect the following cars:

TR-6 — CC26000 to CC31000
GT-6+ — KC52000 to KC57500

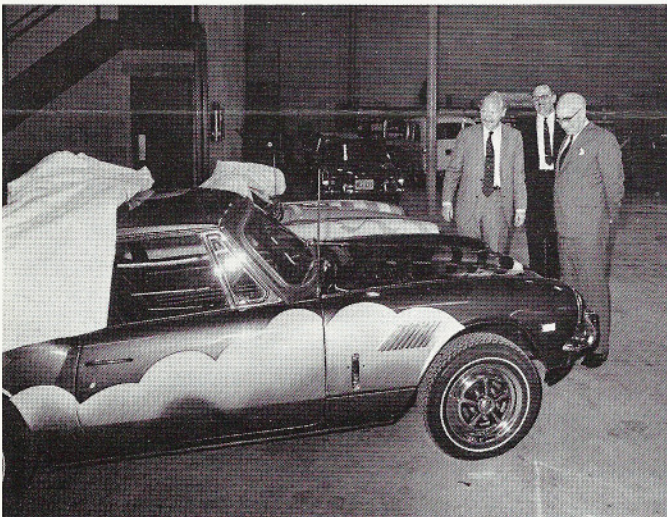
Of course, this condition will manifest itself by a low reading on the oil pressure gauge or blinking of the warning light (on the GT-6+). However, to avoid possible engine damage, *don't wait!* Take your car to your dealer as soon as possible for rectification of this condition. The dealer has been advised of the problem and a technical bulletin has been issued by British Leyland instructing him to remove the oil screen to avoid further problems. The operation will be performed without charge.

Seat Slide Operating Levers — GT-6+ and Spitfire Mk 3

The seat slide operating levers are designed to operate horizontally. However, some owners or operators of these cars have attempted to operate the lever by pulling it upwards. This can cause the lever to break and a number of instances of breakage have been reported. Under certain circumstances, this can constitute a safety hazard as the retaining pawl will no longer engage the control rack properly. Cars affected are:

GT-6+ — KC50000 to KC53518
Mk 3 — FDU31254 to FDU39382

No problems exist where the lever has been properly used, but, as an additional safeguard and to take care of cases of breakage, a replacement kit of parts can be fitted to your car by your dealer on a no-charge basis. Although we feel sure that most members will not have this problem, there are always parking attendants, etc., and we urge you to take advantage of this offer.



Lord Stokes, Managing Director of British Leyland Motor Corporation, paid a visit to Leonia recently. He stopped to look over the specially-painted GT-6+ which appeared at the New York International Auto Show. Left to right, Graham W. Whitehead, president of British Leyland Motors Inc., Chris E. Andrews, British Leyland Vice-President, Administration, Lord Stokes.

LOCAL CLUB NEWS

Elsewhere in this issue there is a delightful story about "Hill Runners" reprinted from the Wisconsin TSOA newsletter, TRUMP. TRUMP's new editor is Karen Kuckenbecker who has just written us a nice note about membership. TSOA members in the Milwaukee area will find the WTSOA an active and stimulating group. Write:

Wisconsin Triumph Sports Owners Association
P. O. Box 1694
Milwaukee, Wisconsin 53201

or
Bruce Meier, Membership Director
4910 North 57 St.
Milwaukee, Wisconsin 53218
466-2603

WTSOA meets the 4th Wednesday of every month at about 8 p.m. at Aero Park Airport, just north of the intersection of County Trunk Highway "Y" and County Trunk Highway "K" in Waukesha County.

New York Triumph Motor Club

Mrs. Ruth Craxton
New York Triumph Club
244 West 256th Street
Bronx, N. Y. 10471

The New York crew has planned an outing to the SCCA Continental Championship race at Lime Rock, Conn., Sept. 1. This sort of outing is a regular thing for the club and provides an enjoyable day's rest from the mental exhaustion of rallying. Another recent means of relaxation was a Scavenger Hunt put on by members Danny Sokol and Rose-Lynn Gale. 95 items were required to complete the list and Tim and Ruth Craxton took first with only six missing.

COMING EVENTS

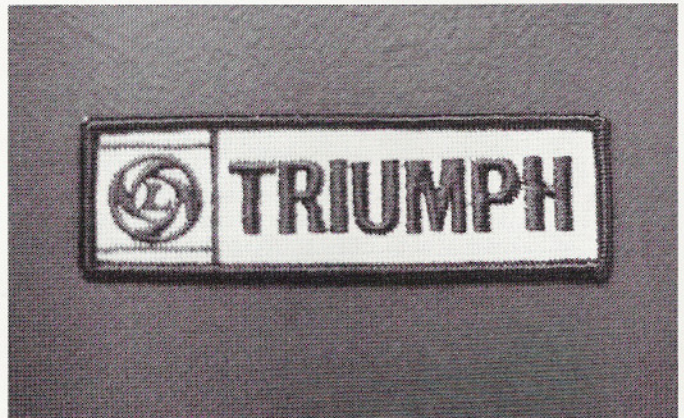
New York Triumph Motor Club

Sept. 1 — Labor Day Outing to Lime Rock
21 — Rally
24 — Meeting at Killarney Rose, 80 Beaver St.,
Manhattan, 8:30 p.m.

Triumph Travellers Sports Car Club

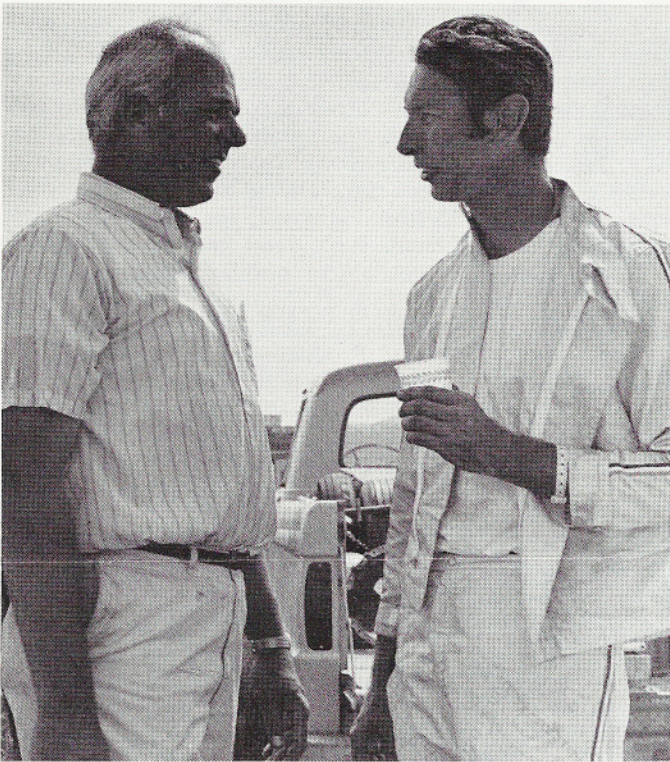
Box 11267 Station A, Palo Alto, Calif. 94306

Sept. 28 — Grand Prix Autocross at Ford Motor Company parking lot, Milpitas, Calif.



Another new item for TSOA'ers is the official Triumph jacket patch. It appears on the new jacket or can be purchased separately for 50¢.

COMPETITION NEWS



Kas Kastner, left, congratulates Carl Swanson on his win at Lake Charles. Carl is the first confirmed Triumph Divisional Champion, having won six victories in the GT-6+ prepared by Kas.

WILLOW SPRINGS, AUGUST 2-3 Congratulations Carl Swanson!

The SCCA National at Willow Springs, Calif., August 2nd and 3rd was the scene of victory number six for Carl Swanson, driving the GT-6+ prepared by Kas Kastner. Carl thus becomes the first confirmed Divisional Champ in a Triumph and can look forward to a firm invitation to the ARRC.

Carl sat in pole position for the race and led from the flag. Close behind, in another GT-6+ was Don McGaffee who finished a strong second. Don formerly drove a Spitfire and has just started on the points trail in the GT.

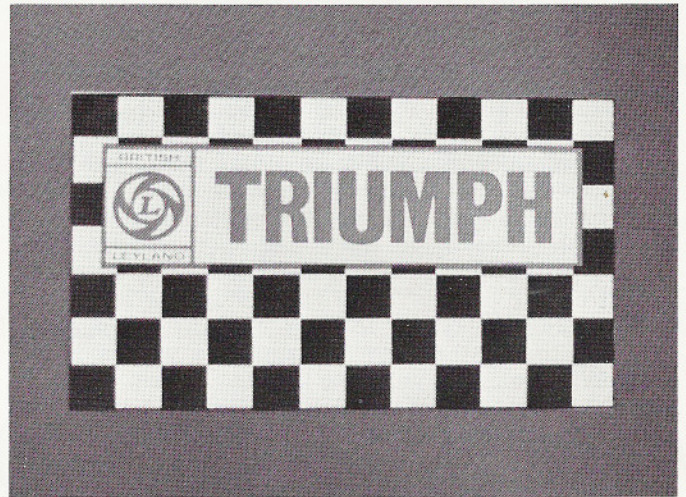
Other pole-sitters at Willow were Lee Mueller in the FP Mk 3 Spitfire and Jim Dittmore in the TR-6. Lee's day was short as he retired with a blown engine. However, Jerry Barker brought his Mk 3 home in first and the next two spots were occupied by Messrs. Hall and Stockwell, also in Mk 3's.

Dittmore had two laps of contention with the team Porsches proving once again that the TR-6 has the speed and handling to beat the German cars but had to retire with a blown clutch. It was still three out of four for Triumph as Don Devendorf took the G event in his Spitfire Mk 2.

LIME ROCK, JULY 26

Mike Downs made it four in a row with his second win in 3 weeks at the Connecticut circuit. Mike now has the commanding lead in the E Production class with 48 points out of a possible 54, assuring him an invitation to the American Road Race of Champions.

But to the racing at Lime Rock. It was a repeat of the last race when Mike and George Frey met and battled the



For the performance-minded member, here is a high-speed Mylar sticker/decal guaranteed to give mental speeds well over 100 mph. Very attractive in black and white checks with blue logo, the 3½ by 6" sticker is available from TSOA at 3 for \$1.00.

full 30 minutes. Mike pulled a drag-race start and got the rear wheel smoking off the line, allowing Frey to pull ahead at the straight. Downs trailed for three laps attempting tough passes on the outside of turns before out-powering Frey at the end of the straight. Frey never gave up the chase and made Mike earn his win over 16 other competitors.

John Kelly finished third after leading most of the race ahead of Bob Sharp in a Datsun and Jerry Truitt in an MG Midget. The race began with all three drivers on the front row and ended the first lap with Sharp leading which Kelly changed immediately. The race continued with the lead changing several more times between all three before John took his Spitfire ahead on lap 7 and maintained it for 5 more laps. Disaster struck when John swung wide to avoid a very oily turn two and Sharp, not seeing the oil, dove for the inside only to lose control and slide into the Spitfire, spinning Kelly out. Both Sharp and Truitt got by with Kelly a distant third. John gave chase to close the gap by almost a second a lap but time ran out and he placed third.

Bob Krokus had to scratch his entry in the G Production Spitfire due to a blown head gasket discovered just prior to race time. Irwin Lorincz won the race in another Spitfire Mark II.

Bob Tullius needed this win to clinch his divisional championship and would have been the first competitor to do so, but while Bob was far in the lead, a wheel bearing decided that it was not to be.

Brian Fuerstenau was running second overall in the Triumph TR-4A in the same race when disaster struck again. Datsun driver, Bob Henderson, spun at the end of the straight and into the first turn, directly into Brian's path with no room for evasive action, and Brian tapped the Datsun hard enough to bend the front fender into the tire forcing his retirement.

TRIUMPHS SWEEP DP AT LAKE GARNETT

Triumph TR-4s swept to a one-two-three place D Production victory in the Lake Garnett Grand Prix National Races after out-running more than a dozen Alfa Romeos, Datsuns and Lotus'.

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HILL RUNNERS

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manent injury. The committee gave little thought to these casualties and was only concerned with making the event more difficult. It was so much fun placing the boulders in unexpected places and then watching the hill runners crash into them on the day of the contest.

The committee then cut down all the trees on the hillside (redwood trees, no doubt) since the fallen trees were much harder to avoid than when they were standing. But, other than there being more and more runners with strained patellas and fractured lumbagos, the same people carried off the coveted Brass Olive Branches because of their superior ability and this fact baffled the committee.

Before the next event, the committee was in a real dilemma: should they make the hillside even more difficult and risk more casualties among the contestants? After arguing for hours, the committee decided that they had no responsibility to the contestants since the hill runners didn't have to enter the event. For the next contest, the committee dug deep water-filled trenches in back of the fallen tree trunks as well as putting bottomless pits on the hillside. On the day of the event, the committee was chagrined to find only 13 contestants waiting to start the hill run. This wasn't like the past contests when hundreds of people would be anxiously awaiting the start of the uphill run. Naturally, several contestants fell into the trenches and the pits, never to be seen again. The same people won as had in the past, as you may already have guessed.

The following year, only one person showed up for the hill run and he won just by reaching the top even though he only walked up the hill. His only thought was to reach the top safely, and this he did even though the contest was held at night to make it even more difficult. However, it was a hollow victory since by now nobody in the whole land cared who won. The former contestants found it was a lot less painful to spend Sundays at the theatre watching a good drama. The members of the committee went to the dramas also since the hill run wasn't being held any more.

This all goes to show that hill runners are an odd bunch...



Group 44's Bob Tullius was master of ceremonies at a racing car exhibit for Viet Nam veterans at Bethesda Naval Hospital, Maryland. Left to right here are Miss Hurst Shifter, Linda Vaughn, Capt. David Osborne, Commanding Officer and Miss Beltsville Speedway, Nikki Phillips.

COMPETITION NEWS

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Taking over the D Production lead with the race two-thirds complete and capturing the checkered flag in the combined A, B, C and D Production, A and B Sports Racing contest was Ron Oliver of Raytown, Mo. He was followed across the finish line by Bud Howard of Kansas City, Mo. and Red Stanford who drives out of Oklahoma.

Up until the last few laps, Oliver was in a close duel with Jack Scott's Datsun 2000 and the new Alfa 1750 piloted by Dave Coman. Both Scott and Coman retired from the fray with mechanical problems leaving Oliver well in the lead.

MID-OHIO RACEWAY, LEXINGTON, OHIO — Sunday, July 20: An E Production GT-6+ piloted by Ron Letellier of Chicago, Ill. pulled up from 16th on the starting grid and managed to finish second to the MGB of Logan Blackburn.

CLASSIFIED

ITEMS FOR SALE:

'67 TR-4A, IRS. Radio, heater, undercoating, tonneau cover, Michelin X. Includes two snow tires. Excellent condition. Must sell . . . going overseas. Asking \$1600.00. Gary Herlick, 3004 N. Stuart St., Arlington, Va. 22207. 703-522-0360.

'62 TR-4 engine, disassembled for parts. Reasonable. One pair 1 3/4" S.U. carbs, \$20.00. One single loop roll bar for TR-3/4 or Spitfire, \$20.00. Mrs. L. Halstead, P. O. Box 402, Manassquan, N. J. 08736. *716-373-1019*

Five 60-spoke TR-4 wire wheels with hub extensions and knock-offs in excellent condition. \$25.00 each or \$100.00 for the lot. Robert F. Snyder, 1975 Michigan Ave., Olean, N. Y. 14760.

1962 TR-4. 34,000 original miles. Hard & soft tops, jump seat, wire wheels, Michelin X tires, AM/FM Blaupunkt radio, Lucas racing mirrors, flame throwers and LP headlights, wooden steering wheel, Koni shocks. Asking \$1,200. Edwin Chernow, 22 Preston Lane, Syosset, N. Y. 11791. WA 1-4564.

ITEMS WANTED:

Hardtop for '68 Spitfire Mk 3. Prefer BRG. Also tonneau cover for same car. Brian Dabs, 72-11 136th St., Kew Gardens Hills, New York 11367.

Hardtop for TR-4. Fiberglass or steel. Ted Cooperstock, 505 Bellevue Rd., New Haven, Conn. 06511.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin 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

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

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

Replacement TSOA Badge \$1.00

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

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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