



TRIUMPH TSOA NEWSLETTER

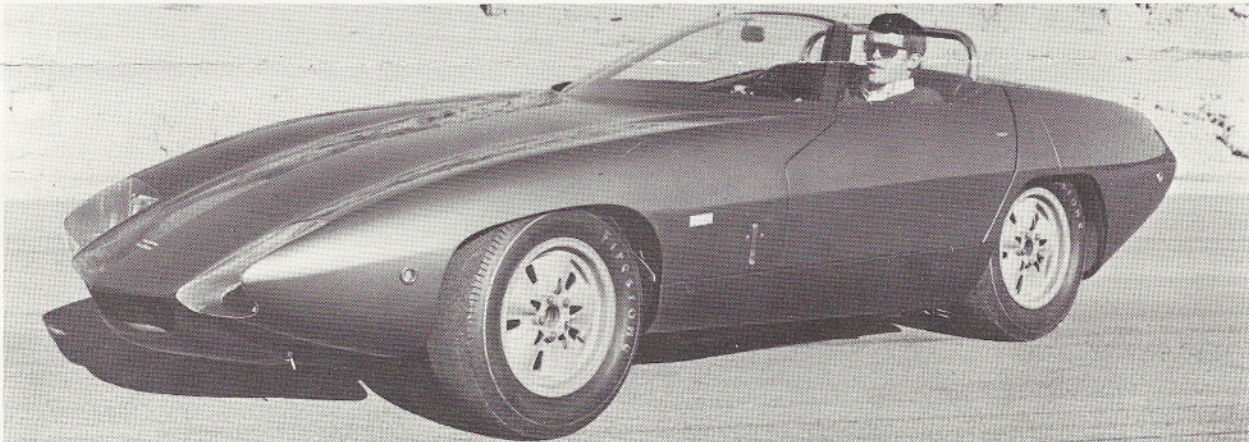
TRIUMPH SPORTS OWNERS ASSOCIATION

111 GALWAY PLACE • TEANECK, NEW JERSEY 07666

VOLUME 14, NO. 2

FEBRUARY, 1968

TR PROTOTYPE SLATED FOR '68 SEBRING



Triumph's entry for Sebring, 1968, the 250-K. Car is totally different from current production on the outside, has reliable IRS suspension, 250 six underneath. Modern shape still manages a suggestion of classic TR lines, retains easy access to mechanical components via forward-lifting hood. Roll bar is part of styling. Bob Tullius and Jim Dittmore will drive.

With a record now spanning more than ten years of racing in person and managing Triumph's United States competition effort, Kas Kastner once again looks toward the Sebring 12-hour Grand Prix of Endurance. Three past team entries at Sebring under his supervision have resulted in two class wins and have left the impression that Kastner-built Triumphs are both durable and capable of winning with great regularity.

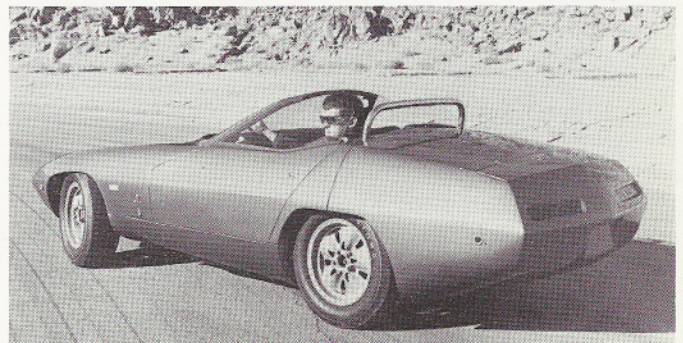
The goal for 1968 is the prototype category. The car is an unusual combination of production suspension and mechanical components enclosed in a special body with the characteristics of both a race car and a sleek street sports machine.

Few designers are capable of blending these specifications to produce a car that is attractive but capable on the race course as well. Pete Brock, long-time friend of Kastner's, is one of the few. Brock is best known for the design of the Daytona Cobra coupes which won the world Manufacturer's Championship for Ford in 1965. Several recent projects have involved Group 6 and 7 sports racing cars and the idea of adapting some of these concepts to a production prototype proved an irresistible challenge.

Viewed esthetically, the car is unbelievably sleek, a credit to Park Avenue, Beverly Hills the Champs Elysees or any other road where the unusual in cars is commonplace. But the styling has racing functions as well. The high deck line offers relief from wind turbulence both from

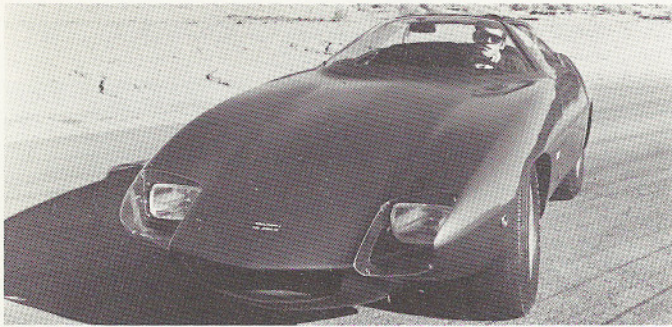
the side and backwash which normally comes over the windscreen. Trunk capacity is 20% greater than the TR-250. Form-fitting foam cushions give maximum support and comfort but are quickly removable for access to the drive line.

Most of the new safety regulations have been complied with. The roll bar is part of the styling and is mounted to the chassis. Shoulder harness, lap belts, head rests, padded steering wheel, side flasher lamps and safety, foam-filled fuel tank are included. Both tanks are connected to one large fuel filler on the right rear.



Rear three-quarter view emphasizes the "dart" shape of the body. Special mag wheels have five-stud mounting. Flush door latches, Spitfire hood latches, are used. No chrome or other brightwork . . . beauty of the design makes embellishment unnecessary. Note side flashers, license plate mount.

Continued on page 2



The TR 250-K presents its long hood to the camera. True "envelope" shape of body is evident here. Headlights are Cibie square units offering better beam control than normal round types. Two more Cibie driving lights are concealed in the grille opening. Driver has plenty of room.

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Called the Triumph 250-K, the new car is six inches longer and eight inches lower than a stock 250. The engine has been moved rearward 9½ inches to assist balance and give better control for suspension adjustment. Seating is further to the rear as well and there is more room for driver and passenger. Standard suspension units, modified to Kastner specs with metallic bushings and anti-roll bars, are used. The engine has typical Kastner competition preparation, 11.6 compression and three 45mm Weber carburetors. Output has reached 202 hp in dyno tests. Stock head, rods, crankshaft, valves and other components are used.

Brakes on the 250-K are 12" Airheart discs all round with special small calipers at the rear for the hand brake. 6.76" rim mag wheels are fitted with Firestone tires. Preliminary track tests indicate a potential top speed of 155 mph and 0-60 in under six seconds.

With its sturdy English chassis and powerplant, American drivers and high styling by an internationally known designer, the Triumph 250-K will represent the best in Anglo-American efforts when the flag drops on the Sebring race, March 23rd.

TRIUMPH ANNOUNCES '68 SUPPORT PROGRAM

R. W. "Kas" Kastner today announced the 1968 Support Program for Triumph competitors. Finding themselves in the unique position of running six cars in five classes of S.C.C.A. racing Triumph decided to do a complete overhaul of the program.

Triumph, which pioneered the support program concept a number of years ago, will make support payments for class wins in S.C.C.A. National races only. For models currently being produced by the factory, payment will be made to Triumph competitors finishing both first and second in class on the following basis:

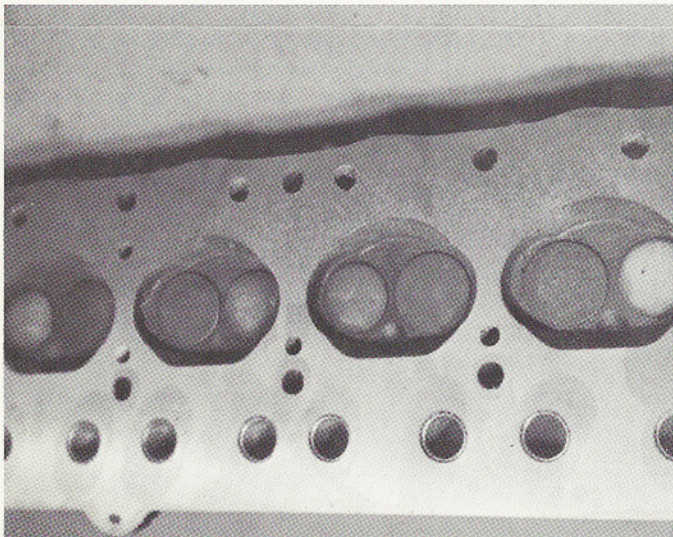
| | | |
|------------------------------|----------|-------|
| TR-250 (Class C) | 1st..... | \$150 |
| | 2nd..... | \$100 |
| GT-6 (Class E) | 1st..... | \$100 |
| | 2nd..... | \$ 75 |
| Spitfire Mk III (Class F) | 1st..... | \$ 75 |
| | 2nd..... | \$ 50 |

Because of the greatly increased number of Triumphs in competition, support monies paid to drivers competing in models not currently being produced will be limited to 1st in Class only. The payment program for these models will be:

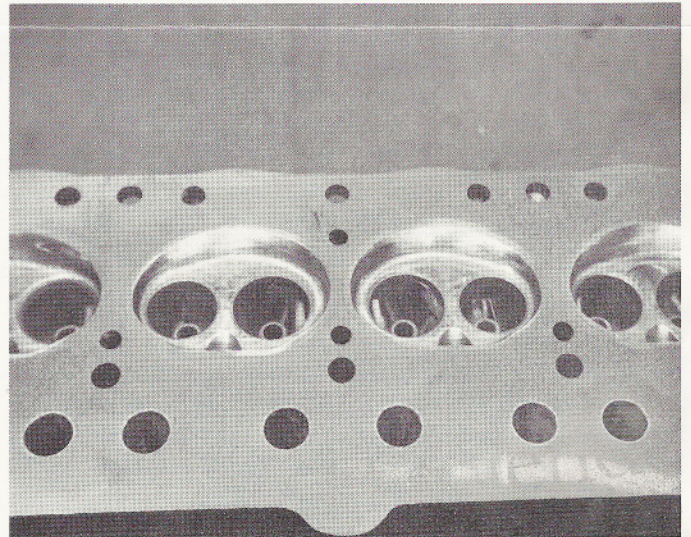
| | | |
|---------------------------------|----------|-------|
| TR-4/A (Class D) | 1st..... | \$ 75 |
| Spitfire Mk I & II (Class G) | 1st..... | \$ 50 |

Due to the fact that the TR-3 will be competing in Class E, against the current model GT-6, it has been decided to drop this model from the support program. "It's not reasonable to reward drivers for beating our new product even if they could," Kastner commented. "1968 should be an exciting year for Triumph. We anticipate our new models to be very competitive and we know our older models are", Kastner added.

SNEAK PEEK AT GT-6 PREPARATION BOOK. (SECOND PEEK, \$2.00 — ORDER FROM COMP. DEPT.)



BEFORE—GT-6 head as removed from stock engine before any modifications begun. Note sharp edges on combustion chambers and the depth of the chambers.



AFTER—Head has now been ported, combustion chambers smoothed out and the head milled, raising compression. No sharp edges present which could impede proper combustion.

T/S 56411L

Red, lacquered brilliance in the Autumn air.

Its silver spokes sparkling in dark frames of
Michelin "X".

Now quiet, standing poised to share the joys of
limitless adventure.

A great steed, a great breed, still abundant
Of vitality for the twisting lore of the open,
mountain roads.

My TR-3 of noble marque, of gallant heritage.

No other to challenge the command of its absolute
deign.

A machine of infinite beauty, and immortal reign.



A TOUCH OF THE POET—The lines above are by George Waltman who has more reasons than most to feel the nostalgia that sometimes affects the long-time sports car lover. George's thoughts seemed specially suited to this pictorial fragment of Triumph's past . . . Ken Richardson flashing down the Jabbeke highway in Belgium, cutting the crisp morning air with the sharp exhaust crackle of TR-2 number one. The bright excitement of 124 mph on that 1953 morning still lingers for it foretold the thrill of driving experiences which George Waltman and all of us remember with pleasure and still vigorously enjoy.

TRIUMPH CALL-BACK CAMPAIGN

Along with other manufacturers, Triumph occasionally finds a small manufacturing defect has slipped through in production. Such items have recently appeared on certain series of GT-6, Spitfire Mk III and 2000 models. Below is the text of the letters sent to the owners of the affected cars by Robert W. Thomson, National Service Manager for the Leyland Motor Corporation of North America.

Please take careful note of the serial numbers listed. It is possible that your car may be affected, even if you did not receive a letter since you may be the second owner or, as first owner, you may have moved. If you have previously owned a Triumph in the series listed, please take the time to drop a note to Mr. Thomson, giving the name and address of the current owners. Write:

R. W. THOMSON
Leyland Motor Corporation of North America
111 Galway Place
Teaneck, N. J. 07666

GT-6, SPITFIRE

A minor manufacturing defect has prompted us to recall a limited number of Triumph GT-6 and Triumph Mk III Spitfire cars fitted with wire wheels for a quick inspection of wire wheel hub adaptors. Cars equipped with disc wheels are not affected.

This arrangement only applies to cars with and between the following serial numbers:

Triumph, GT-6 from serial No. KC 5073 to
KC 7374 L

Triumph, Spitfire Mk III
from and including serial No. FD 5029 L to
FD 10108 L

No failures in service have been reported in the United States and, in fact, we do not anticipate that any failures will occur in service; however, because on a small number of wire wheel hub adaptors a small blemish on the inner surface has been noted, we wish to take the precaution of inspecting and, if necessary, changing any of these items that may be in service.

Arrangements have been made for authorized Triumph Dealers to inspect the four hub adaptors at no cost to yourself and, of course, to make a free replacement in the unlikely event that a suspect hub adaptor is noted.

The work does not involve any dismantlement of your car and requires only the same procedure that would be involved in changing a wheel.

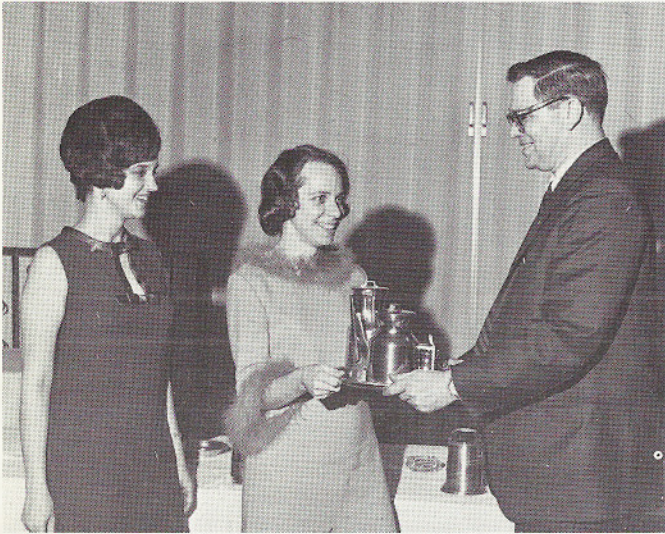
We request that you take the earliest opportunity of having your own car inspected.

2000

Because of the remote possibility that the front brake hoses fitted on the Triumph 2000 may develop a leak and become non-functional, it has been decided to recall all Triumph 2000 Sedan cars that were imported into the U.S.A. between serial numbers MB 38000 and MB 69000 for adjustment. We are taking this precautionary step, even though there have been no reported failures of this part in the Triumph 2000's in service in the United States.

Arrangements have been made with all Triumph dealers and Distributors to replace the front brake hoses on your Triumph 2000 car without cost. The actual amount of labor time involved is less than 1½ hours and we request you to take the earliest opportunity of having this adjustment made to your car at an authorized Triumph dealer.

TR LEADS NEW JERSEY RALLYISTS



Leyland-Triumph won the New Jersey Council of Sports Car Clubs marquee award for performance in rally competitions run by the member clubs. The winning team was Ed and Babette Van Vliet, members of the New Jersey TR Club. Ed and Babette (left and right, above), make the presentation to Christine Laidlaw, representing Leyland Motor Corporation of North America. It doesn't quite belong to Triumph yet . . . the Van Vliets have to win it twice more before it's permanent!

LOCAL CLUB NEWS

The TRIUMPH TRIBUNE reports 1968 D.C.T.S.O.A. officers elected:

President Keith Grimes
Vice-President Drexel Williams
Secretary Jeanette Williams
Treasurer Bill Parran
Activities Director Bob Sizemore
Social Director Lynn Choate

Interested parties can write to Keith at 6909 Freeport St., Hyattsville, Md., 20734.

LONG ISLAND TR GROUP ANNOUNCED

We're delighted to hear that a Long Island Triumph group is once more under way. As some members may remember, past efforts in this direction have failed, owing mainly to the large and varied selection of clubs available to owners in Nassau and Suffolk counties. Now, the Long Island Sports Car Association, largest club in the area, has announced a Triumph Division. In this way, a Triumph group can be formed with the advantages of one-marque club association plus the organizational backbone of a large, long-established parent club.

This excellent idea was the brainchild of TSOA member Jerry Newman who writes urging Long Island TR owners to get in touch. For the annual \$15.00 fee, Jerry promises an active event schedule including races, rallies, gymkhanas, time trials, etc. Meetings are held the third Friday of every month at the Caselnova Restaurant, Sunrise Highway, Lynbrook, L. I., N. Y. More details from:

Suffolk—Jerry Newman
 71 Kane Pl.
 N. Babylon, N. Y. 11703
 516-JU 6-4764

Nassau—Walter F. Hayes
 139 Radcliff Dr.
 E. Norwich, N. Y. 11732
 516-WA 2-5398

TRIUMPH IN U.S. HAS HIGHEST JANUARY SALES SINCE 1959

Triumph's wholesale figures at 1,817 for the month of January gave Triumph their best January since 1959 and an increase of 78.4% over the 1,018 of January 1967. In the first four months of the fiscal year, which began 1 October 1967, Triumph has racked up sales of 4,630 against 3,161 of last year, a 51.3% improvement.

Up-Coming Club Events

TRIUMPH SCC OF NEW JERSEY:

March 22 (Friday night). A 35-mile event starting at 8:00 P.M. at the Bowlero, Routes 3 and 46, Clifton, N. J. Call Bill Mendello, 201-278-7583.

CLASSIFIED

FOR SALE: '65 Spitfire convertible. Whitewalls, radio, heater, body like new. \$900.00 or best offer. Call Terry McLaughlin, 201-384-8279.

FOR SALE: 1964 Spitfire engine only. Complete, less cam. Head cut .060, balanced, no running time. \$200.00 or best offer. Bill Moses, 130 Lincoln Dr., Hoffman Estates, Ill. 60172. 312-984-5156.

FOR SALE: Four good used wire wheels for TR-4. \$25.00 each or \$75.00 for all four. M. L. Gelfand, 246 W. Hudson Ave., Englewood, N. J. 201-568-1468.

FOR SALE: Five wire wheels with adaptors for TR-4 or 4A. Perfect condition. \$100.00. Paul Gafney, 436 Jamaica Ave., Brooklyn, N. Y. 212-MA 2-9942 or 277-7186.

FOR SALE: Like new TR-4 tonneau cover, two snow tires mounted on disc wheels (used three months). Best offer. P. L. Jarrett, 301-743-7307. Woodland Dr., Indian Head, Md. 20640.

FOR SALE: Four 5:50-15 Goodyear Blue Streaks with plenty of tread, \$15.00 each. Four 5:90-15 racing re-caps, Dunlop R-6 pattern on Goodyear casings, \$10.00 each, very little wear. No tubes. Will consider trades on set of four good 165-15 Michelin X or Cinturato. Mike Cook, 90 Seventh Ave., Westwood, N. J. 07675. 201-666-0620.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size —s, m, l, xl \$9.50

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

"Please Don't Dent Me" Cards \$1.00/100

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

Replacement TSOA Badge \$1.00

Standard Triumph Review Subscription \$2.50/year

TR-4, TR-4A Competition Preparation Booklet \$2.00

SPITFIRE Competition Preparation Booklet \$2.00

JACKET EMBLEM \$1.00

(Club Discount — 1 Doz.) \$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 111 Galway Place, Teaneck, New Jersey 07666. 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.

EDITOR, MICHAEL L. COOK