



# T S O A NEWSLETTER

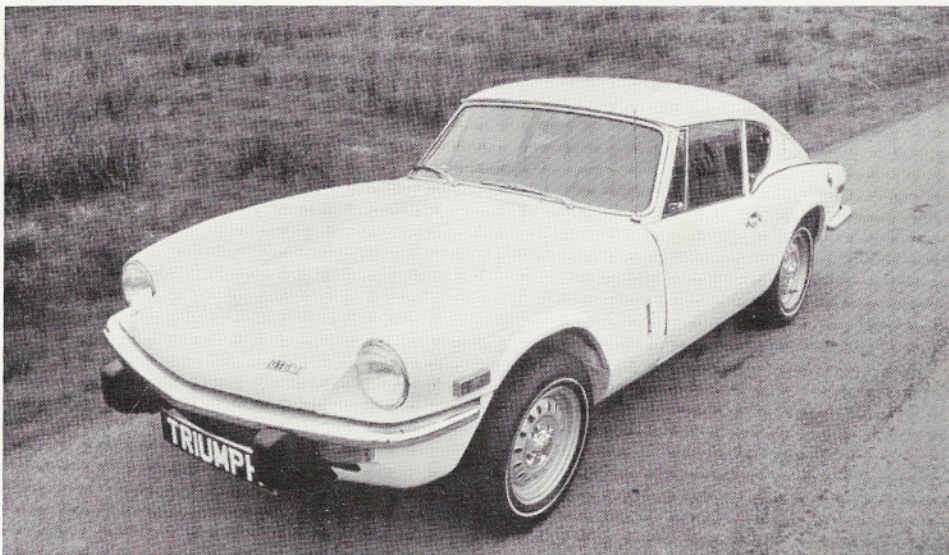
TRIUMPH SPORTS OWNERS ASSOCIATION

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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## NOW IT'S THE GT-6 MK 3



The GT-6 Mk 3 has received extensive restyling for 1971 similar to that of the Spitfire, which has brought the appearance of both cars into line with the most modern sports car design; and establishes a family identity with the rest of the Triumph line.

The new Continental appearance, and proven power and reliability of its 2-liter six-cylinder engine, bring even greater appeal to this Grand Touring fastback.

The characteristic engine bulge has been recontoured to give a smoother appearance; wheel arches have been flared over the new ventilated disc wheels; and the longer front and rear bumpers have been molded into the body lines, resulting in a greatly refined appearance.

### NEW TRIUMPH GT-6 Mk 3 MAKES U.S. DEBUT

Featuring extensive exterior styling changes and added interior comfort, the new Triumph GT-6 Mk 3 fastback sports car will make its debut in Triumph showrooms shortly.

An all new wrap-around front bumper, flared wheel arches, a new flat black grille, a smoother treatment of the GT-6's familiar hood bulge, an enlarged rear bumper and new rear light clusters give the new Mk 3 a cleaner, sleeker look from front to back. This is enhanced by elimination of front fender weld joints and hood louvers and by lengthening the slanted rear deck by two inches. The Mk 3 measures 149-inches overall.

Inside, there's extra width, bucket seats which recline further, increased comfort and more leg room. A larger windshield and repositioned safety-padded sun visors add to visibility. The doors now have flush mounted interior handles and improvements to the fresh air intakes and vents provide better heating and cooling.

The new front bumper is completely restyled to blend smoothly with the hood contours and it is mounted to the body frame for extra strength. Large bumper guards of high impact polycarbonate give additional protection. The new rear bumper wraps around almost to the flared wheel wells.

An electrical defroster element is built into the new Triumph's fast back rear window and is standard equipment. The entire rear deck opens up for easy access to the large luggage area behind the seats.

Mechanical improvements include a new eight bladed fan for quieter engine operation and new wheels with special perforations designed to direct a blast of air at the front disc and rear drum brakes for more brake cooling effect. Long-life radial ply tires are standard equipment with the new 4½ x 13-inch wheels.

The radial ply tires combined with the Mk 3's 4-wheel independent

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The new GT-6 combines sports car performance with luxurious appointments and seating. It is designed for the serious driver for whom comfort and high style are as important as performance. Triumph GT-6 models have been SCCA national racing champions for both 1969 and 1970.

## GT-6 Mk 3

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suspension system and rack and pinion steering give the car exceptional road holding and handling abilities. Its turning circle is only 25¼-feet making it highly maneuverable.

U.S. models feature an in-line, six cylinder, two liter (122 CID) engine developed at 4,700 RPM. Power is transmitted to the rear wheels through a fully synchronized four speed manual transmission and a low noise final drive. Electrically operated overdrive operating on third and fourth gears — giving, in effect, a six speed transmission — is available as a factory installed option.

The new Triumph GT-6 Mk 3 is priced at \$3,374 (P.O.E. East Coast). It is a product of British Leyland Motor Corporation, the world's largest supplier of sports cars to the U.S. market.



For comparison's sake, here's Don Devendorf in the GT-6, ARRC, '70.

*Jim Schwitz Photo*

## '71 TRIUMPH SUPPORT PROGRAM

The U.S. Triumph Competition Department, P.O. Box 1557, Gardena, California 90249, will pay support monies for class wins in SCCA national races for the models listed below. Payment will be made as follows:

<b>Class C</b>	
TR250 & TR5/6	1st, \$200.00 2nd, \$125.00
<b>Class D</b>	
GT6+, GT6 & Mk3	1st, \$150.00 2nd, \$100.00
TR4/4A	1st, \$100.00
<b>Class F</b>	
Spitfire Mk3 & Mk4	1st, \$100.00 2nd, \$ 50.00
<b>Class G</b>	
Spitfire Mk 1 & 2	1st, \$ 50.00

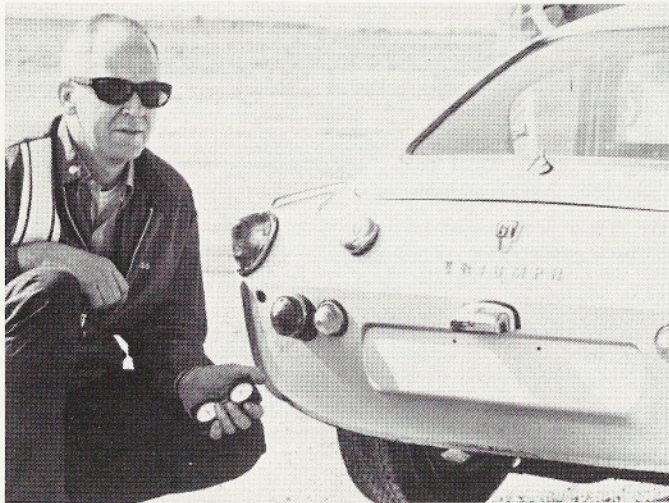
The Triumph Competition Department announces 1971 support payments for Pennsylvania Hillclimb Association events:

Class G	1st, \$25 2nd, 15
Class F-2	1st, \$50 2nd, 25
Class E-2	1st, \$25 2nd, 15
Class D	1st, \$25 2nd, 15
Class C	1st, \$50 2nd, 25

These do not apply to the Touring Category.

Jim Coan, Project Engineer and assistant to Kas Kastner for several years, is now Competition Technical Advisor for Triumph. Write or call Jim for assistance in preparing your car. *Drivers Note:* To obtain racing support payments, phone race results to Jim at 213-323-2470.

## "Kas" Forms Own Company



R. W. "Kas" Kastner, veteran TR-3 racing driver and Competitions Manager for Triumph since 1962, poses with the successful GT-6+, driven for two years by Carl Swanson.

LOS ANGELES — The formation of Kastner-Brophy, Inc., a new racing enterprise, has been announced here by R. W. "Kas" Kastner, formerly competition manager for Triumph in the U.S., and John Brophy, a Los Angeles executive.

Kastner-Brophy, Inc. will field a team of three Triumphs, a TR-6, a Spitfire and a GT-6 for British Leyland in SCCA competition in 1971. Drivers will be Carl Swanson, runner-up in the 1970 ARRC in D Production and 1966 EP champion; Don Devendorf, E Production champion at the 1970 ARRC and 1968 GP winner with a Spitfire; and J. Lee Mueller, 1969 FP ARRC champion with a Spitfire.

Kastner-Brophy will also field a Formula A car which will be driven by Jim Dittmore, well-known team driver for Triumph since 1966 and a Trans-Am racing car in the under 2.5 litre category. The Trans-Am car will be driven by Carl Swanson.

Kastner-Brophy will act as competition consultants to British Leyland and will carry on development programs for the firm as part of their racing assignment. Located at 429 East Alondra Blvd., Gardena, Calif., they are in the business of building complete race cars of any type. The firm has full facilities for fabricating bodies, paint work, engine dynamometer testing and suspension development.

## LOCAL CLUB NEWS

The Alabama group is still after members. Interested people in the Huntsville area should write or call:

Bud Johnson  
6023 Colfax Rd. NW  
Huntsville, Ala., 35810  
852-9464

TSOA members in the northeast who are interested in timetrials, slaloms, hillclimbs, etc., should be in on the SCCA Solo I Championship series. To be put on the mailing list, send your name, address and club affiliation to:

William A. Miller  
Solo Events Steward  
NE Division SCCA  
230 West Hill Rd.  
Painted Post, N. Y. 14870

A word from overseas is always interesting. This time it's from *underseas* in the form of a letter from the New South Wales Branch, TSOA, Australia. Here it is, complete with some commentary on the competition.

587 Willoughby Road  
Willoughby, 2068  
N.S.W., Australia

Dear Sir,

I am writing on behalf of T.S.O.A. Sydney. I have just returned from a trip overseas and got your address from Kas Kastner in L.A. Before leaving Australia on my trip I was editor of the Sydney Club magazine "TRead". I have also been quite active over the last few years with the five TSOA's we have functioning down here. I have spoken to many members and all expressed interest in how TSOA functioned in other parts of the world. Perhaps we can set up some liaison. As a start I will send you one of our magazines and perhaps we can exchange ideas over the next few months.

Our club has a membership of between 100 and 150 members. About 60% of them own TR's, Spitfires or GT-6's. The rest are mostly 3A's and 4A's. We have a count of 2 GT-6's and the rest are Spitfires. We compete in about one club event a month from hillclimbs to gymkhanas to lap drives at a time events. We also run a race "Triumph" of about ten or fifteen cars. We have TR-3A's. Our rules are wide open and consequently the 3A's are run up to 9" wide with incredible offsets. And nobody has yet broken an axle! Motors are around 2300 cc. but two have just gone to 2600 with new cranks.

The fastest car, and the one I have had most to do with, is a Mk 3 Spitfire. We have just finished bolting it together after putting an A-7 cam Kas gave me in it. We also dropped in another tank. It is out of a Midget and

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# CLUB NEWS

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we cut a hole in the boot so it hangs down. Should considerably alter the centre of gravity.

We also run Webers on our cars and are allowed to do almost anything with suspensions. This Spitty has the Mk.2 GT-6 rear end and GT-6 front discs.

The class all the Triumphs run in is dominated by an aluminum bodied Healey 3000 running a five speed box of doubtful origin. Other top cars are two fiberglass, one time production specials, pushed along by 200 h.p. G.M. six-cylinder motors. They were put into production but how many ever saw the road is another matter. There are a few fast Midgets, one lightweight MGB that has excellent preparation and has only failed to finish once in two years, a Honda 800 which I don't think you have seen in the states. It is an overhead cam, roller bearing everything that had factory preparation. We eventually talked the driver into selling it and he is currently preparing a GT-6. He started by moving the motor back 6 1/2" and down 2". We have two TR-5's racing but no 6's. Both 5's are still road cars so don't show their best.

Cost is a big factor here. A TR-6 costs \$4,500 by the time it is on the road. The average wage here is about \$80 a week and an outright win would be worth \$100 to \$150. I think one of Kas's Spitfires would annihilate the fields here but to import his bits into Australia you have to pay 37 1/2% import duty plus 15% sales tax plus freight at about \$2 a pound. To build one of Kas's cars would cost the best part of \$10,000. There just aint nobody with that type of bread who is interested. Consequently, whoever goes racing does so in an old 3A or an early Spitty.

I will try to send some photos of club cars over in the future as I said before, our magazine. I look forward to hearing from you.

Neville Turbit

## CLASSIFIED

### FOR SALE:

1970 Spitfire Mk 3, Midnight Blue exterior, light blue interior, tonneau, radio, gauges, new battery, 4 new Michelin X (under 500 miles on them), excellently maintained, showroom condition. 11,000 miles . . . \$2,100. Michael Allen, 25 Spring Street, Bangor, Maine 04401, (207) 942-7009.

1970 TR-4A IRS — Race Prepared — spares too numerous to list. The new 8th at ARRC before shift pin lost. Two aluminum flywheel of G-3 cams, many wheels — mags — trailer also. Also has cars & parts stripped from car — windshield, complete top, head hardware — etc. all in new condition. Best offer on all or part. Carl E. Schwenker, 100 Seabreeze Blvd., Daytona Beach, Florida 32018, (904) 252-4701 or (904) 677-9429.

1970 Triumph Spitfire. Has hardtop, soft-top and tonneau cover. Has mag wheels and standard wheels and hubs. 7,000 original miles, still under warranty. Take over payments. No equity. Wayne Hallam, Box 742, Antioch, California 94509, 757-9145.

'68 Spitfire Mk 3, BRG w/black interior. Was going racing, but . . . interior, engine (disassembled) and gearbox (intact) has been removed. However, all parts will be furnished with car. Could be excellent street/slalom/school car. 6x13 American Mags (4), Konis, Detroit Locker (w/4.11 gears), modified rear and competition front springs, camber compensator, complete oil cooler setup, Bendix electric fuel pump, S/W gauges (oil pressure, oil temp. & ammeter), wood wheel, full width roll bar, headers, ported/polished head, lightened con rods, radio, etc. Body is in excellent condition as is interior. First \$2,000 takes everything. Ron Johnson, Box 441, Redondo Beach, Calif. 90277, (213) 373-6256.

1969 TR-6 white w/white top, black interior, all available factory options, 25,000 miles, like new condition. Ted Sylvester, 23B Chat-ham Lane, Newark, Delaware 19711, (302) 737-1387 or 738-5615.

1967 Triumph GT-6, 29,000 miles, white, good body, wire wheels, snow tires and radio. Detailed service manual available. One owner. \$1,250. Shirley Wray, 117 Lakeview Avenue, Cambridge, Mass. 02138 (617) UN 8-7326 in the evening; (617) 726-3790 during the day.

TR-3 parts, used gear box good condition \$70; one pair brand new rear shocks, \$15; one set brand new differential carrier gear, \$15; intake and exhaust manifolds, make offer. Jim Jordan, 25 George Road, Windsor Lock, Conn. 06096, (203) 623-7105.

Black convertible top, tonneau and still hardtop for Spitfire Mk 1 or 2 — all in "top" shape. Clint Spevak, 439 Sunset, Toledo, Ohio 43612, (419) 479-2045.

My TR-6 was stolen! You're welcome to the remains: shop manual, competition preparation manual, 2-G800's, ignition coil, hub caps, etc. Dan Sokol, 697 West End, New York, N. Y. 10025. (212) 866-2618.

8 spoke Americans (aluminum) for TR-3-4 and 250. Brand new, never used, still in boxes. \$150 and shipping. Randy Sanders, 25 N. E. 60th Street, Portland, Oregon 97213, (503) 236-3937.

TR-4 tonneau cover, black, brand new, \$10 and shipping. Randy Sanders, 25 N. E. 60th Street, Portland, Oregon 97213, (503) 236-3937.

### ITEMS WANTED:

TR-3 — prefer overdrive and/or a TR-3B model. All-around good mechanical condition preferred. Send description, picture and best price. Must be reasonable. Don Parot, 935 Golden Beach Blvd., Indian Har. Bch., Fla. 32937, (305) 773-0077.

Used, but good TR-4 competition parts. Send list. Priority needs at present — 4, 6x15 Aluminum wheels, G-3 cam, and oil cooler kit. Bob Snyder, 1976 Michigan Avenue, Olean, N. Y. 14760.

Overdrive unit for TR-4 in any condition; tube headers, torque rods and sway bar for TR-3. Randy Sanders, 25 N. E. 60th Street, Portland, Oregon 97213, (503) 236-3937.

## TSOA SUPERMARKET

### OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon 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  
Ladies' sizes, specify small, medium or large . . . . . \$4.75  
Jacket with button-in red acrylic pile liner . . . . . \$9.00

The following items are to be ordered from TSOA Leonia.

### 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, x-l . . . . . \$4.50  
Local TSOA Club "Calling Cards" . . . . . FREE  
List of Triumph Dealers and Distributors . . . . . FREE  
Replacement TSOA Badge . . . . . \$1.00  
Triumph Automobile Association badge . . . . . \$1.50  
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  
GT-6+ Competition Preparation Manual . . . . . \$2.00  
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.

Please make checks payable to Triumph Sports Owners Association.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, 600 Willow Tree Road, Leonia, N. J. 07605 TSOA is a national organization of American sports car enthusiasts who own a Triumph or are interested in the purposes of the Association. Subscription is included with a \$5.00 membership in the club.

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