



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

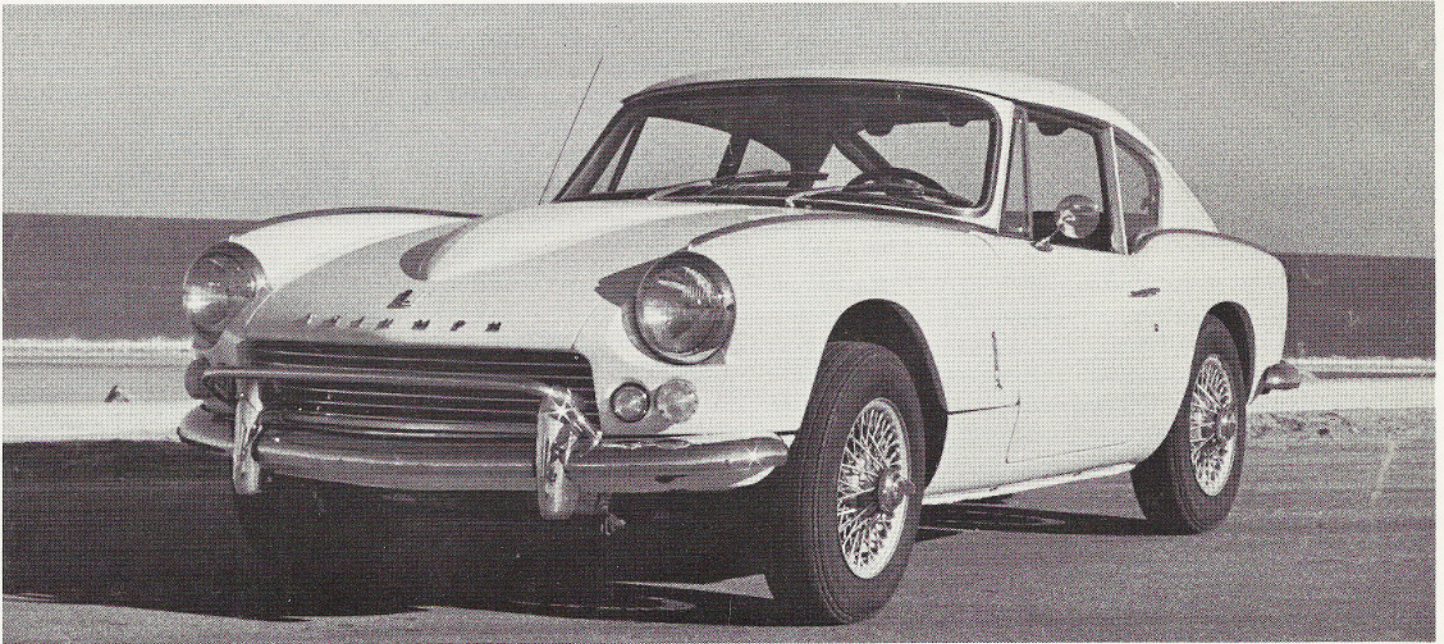
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TRIUMPH LAUNCHES NEW GT-6



The Standard-Triumph Motor Company introduced its latest import, the Triumph GT-6.

This new car, a six-cylinder, two seat fastback coupe, has many features of its Grand-Prix racing prototype — a 95-horsepower, 122 cu. in. engine; four forward synchromesh gears; rack-and-pinion steering with a column designed to collapse on impact; four-wheel independent suspension and front-wheel disc brakes.

Chris Andrews, president of Triumph in the U.S., noted that the proven performance/design features employed in the GT-6 helped its prototype finish one-two in class at Le Mans.

"This car is a big step forward in our long-range plans for a broader product line," the executive said. "The TR-4A, the Spitfire, and the model '2000' sedan have demonstrated strong appeal to specific segments of the public."

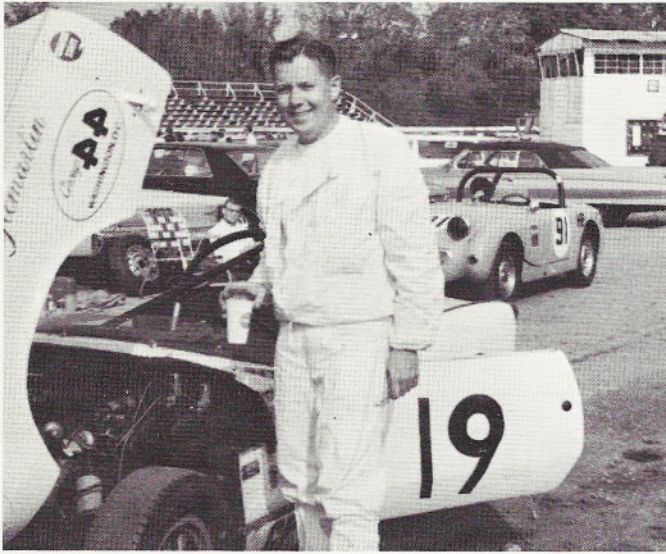
"The GT-6 is an ideal complement to that line. It is an all-year, durable coupe for everyday use," he said. "The GT-6 has a character of its own and will appeal to the owner who wants a car with personality, something distinctly different and with high performance qualities. And it won't tear the budget to shreds."

Radial-ply tires, wire wheels, heater/defroster, windshield washers and backup lights are standard equipment on the GT-6.

The all-steel body has replaced the fiber glass version used at Le Mans in 1964.

The interior features a walnut instrument panel, pile carpeting, bucket seats, a padded, leather-covered steering wheel and easy access to the luggage space through a hinged rear panel. It looks like another winner from Triumph!

"Kas" will have a full road report for the next edition.



DRIVER/MECHANIC — Wrench in one hand, Coke in the other, Mike Cook prepares to do battle with a balky coil.

DRIVERS' SCHOOL AT MARLBORO

“From the Cockpit”

“This is the map of the course — memorize it!” The speaker was John Dennis, Chief Steward for the SCCA Drivers' School at Marlboro Raceway, sponsored by the Washington Region SCCA. 92 students had registered for the two-day event.

Deciding to go to drivers' school is easy. Just say “I'll do it,” send a check, sit back and wait. Of course, there's the car to prepare and your wife to persuade but these are minor things. I was fortunate enough to be able to use a fully prepared car, Dick Gilmartin's very competitive Spitfire. Armed with helmet, driving suit, approved John Surtees gloves (swank) and wife's enthusiasm, I was ready to discover what it's all about.

The little cold lump appeared in my stomach during the chalk talk Friday evening. The first-time student is likely to be carried away by the glamour of it all and it is a real chill to be faced by the serious faces and firm voices of the school instructors. As the discussion went from the course to flags, courtesy, basic rules, braking, cornering, etc., we were all impressed that a serious attitude was essential before the fun began. Hard knowledge is the foundation of a successful racing career. The evening's instruction closed with a written true-false test on the General Competition Rules and the specific Marlboro and D.C. regulations. We adjourned under instructions to get lots of sleep and be at the course at 8 a.m.

Technical inspection comes first before you get out on the course. Just as at a race, the stewards and technical inspectors go over every car for safety and mechanical fitness. Items checked include wheel bearings, wheels, tires, steering, brakes, roll-bar, etc. Every driver's school car must be adequately prepared with proper roll bar and seat belts on both sides as student and instructor will both be in the car. Following tech., it's time to walk the course. Dick Gilmartin, as my instructor showed me the proper shut-off points, where to downshift, the apex of each turn and the special characteristics of the course. Then it was time for the first practice period. The cold lump gets a little bigger.

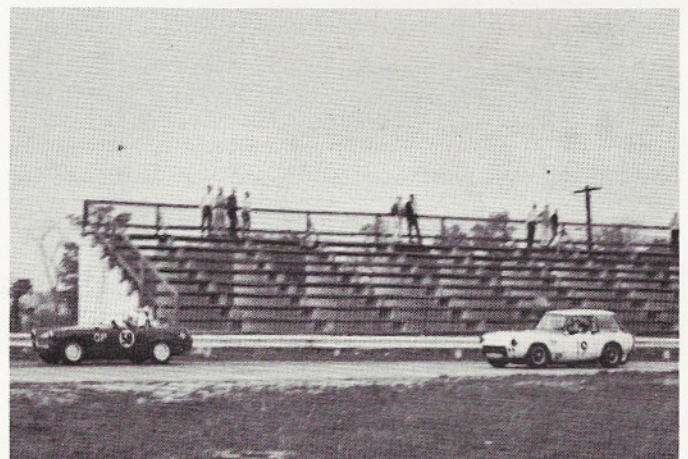
Dick climbed into the driver's seat and I squeezed under the roll-bar brace into the fibre-glass shell on the passenger's side. Practice was set up as well as possible by classes so that very fast cars would not be out with slower ones. Our group included GP, HP, and sedans. The first laps were run under the yellow “no passing” flag and the instructors drove slowly, negotiating each corner in slow motion. Problem corners, like the hairpin which is a very slow left and the Subway, a fast right, were covered in detail.

Then it was time for solo practice. As a safety measure, instructors do not ride with students so that I had to remember Dick's example and try to take each corner as he had done. The coordination of brake and clutch, “heeling and toeing”, etc. were all familiar to me but, in traffic on the course, at speeds far different than highway conditions, my coordination was hard to maintain and the first laps were mighty slow. However, as the green light went on and I became more used to the car and to passing and being passed, my times went down from over two minutes to just under before the period ended.

I had a fair sampling of race conditions including mechanical problems. The coil was acting up and we had to borrow one to continue. It had the wrong connections, making it impossible to use the tach on Saturday afternoon. In afternoon practice I found it hard to get the right shift points without the tach but Dick's signals to “GO” improved things and I eventually turned a lap faster than the morning session. Early to bed Saturday evening after a beer or two and some bench racing at a party given by the D.C. Region. A drivers' meeting was held to emphasize some points not well understood by some drivers such as acknowledging flag signals and proper procedure under each flag.

Sunday began with more solo practice. After the practice, Dick took me around for three laps at full speed to show me how the course was at actual racing speeds. The cold lump got a bit bigger but I was surprised at the confidence I felt, knowing how well prepared the car was. Another minor repair had to be performed when a weld in the seat frame broke but, praises be, we had the tach working again! Practice starts were next. At Marlboro, starts are made on the banked oval which offers unusual problems. The rear end of the car will slide down on the

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APPROACHING THE ESSES: Spitfire passing Mini... looks like a Spitfire station wagon!



ON THE GRID — Dick Gilmartin offers advice just before the start of the five-lap race. If he would loosen this chin strap, I might get a word in too!

DRIVERS' SCHOOL (Continued)

start so you have both sideways and forward motion to worry about. Two starts were made for our group, preparatory to small races to be held in the afternoon. Our race group was GP, FP and Sports Racing (there were only three SR cars, a Porsche RSK, a home-built Renault special and a Lotus.) I learned the problems of getting underway at 6000 RPM without burning up the clutch or breaking an axle in the process but managed to get through.

Two races were run for each group. The first was three laps with the starting positions selected by the stewards. Finishing position in this race would determine starting position in the five-lap event. I started 16th on the grid and made it to 8th, just behind an MG Midget. Dicing with the car was a pleasure and I was beginning to appreciate competition more and more. As yet I had not spun or gone off course and I was a bit cocky. However, the lump was still there.

The flag dropped for the five-lap race and I was off, heading for the inside of the oval, inches away from the back of the MG. We went through the esses and down to the hairpin very close together and got almost side by side going through it. I had happy visions of passing him on the straight. All this abruptly died as I felt an impact and was forcibly spun out into the middle of the corner. A TR-3 (oddly enough, Dick's other student) had bumped me on the left rear. Imagine sitting facing the wrong way in the middle of a turn, both arms uplifted (standard GCR procedure at time like this) and thinking "Doesn't that Datsun look BIG!" However, all cars got by without trouble and I restarted and set off in pursuit.

The following lap I was black flagged for mechanical problems — the left rear tire was in contact with the damaged fender. This was pried out and I went back into the race far back but determined to go fast. I turned a lap at 1:49.5, my fastest of the weekend.

Driving school is fun but it is serious. If nothing else it teaches you healthy respect for good car preparation and knowledge of the rules. I learned much more about

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TSOA Newsletter

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New York, New York 10017

Dear Editor:

I have been reading my TSOA Newsletter for some time now and I must say that I have been getting pretty "Bent out of shape." You tell of what's been happening on the East coast and who is waxing whom on the West coast, but nothing in between. Well, I am in between; Kansas City, Missouri, a metropolitan community of over one-half million with over seven thousand sports cars, and I want you to know there is a lot going on here. A lot worth talking about too. In Kansas City there are eight organized sports car organizations. The Kansas City TR Sports Car Club is the second largest club and the largest marked club in Kansas City.

Last month you featured a rally that the New York Triumph Club held. Sounded like fun and I'm sure not trying to put them down. I would like to have been there myself, and if I had I would have been car #43. A record breaking 42 cars you say, well if we didn't have 43 cars turn out for our rallies we would be looking for the reason why. Last year we co-sponsored a rally having over 125 cars entering and guess who won first over-all. That's right, a K.C. TR Club member.

In our club we have five members holding SCCA competition race licenses. Roger Hurst of Hurst Imported Car Service, a member and co-sponsor along with Bob Smith have built one of the meanest black beasts you will ever want to meet. They broke more records and brought home so many first place trophies that they haven't room to store them. They have never failed to take out their Dyno-tuned TR-4 without placing. They brought home 8 first over-alls last year and that took some doing, because if you haven't heard, there is stiff competition in the "in between country." Competition like Cobras, Lotus, big Porsches, to mention only a few. Two other members, Gene Strautmen and Jim Bandy, from Sport Motors out south of town, have a beautiful red and gold TR-4 that takes on the appearance of a ball of fire when turned loose. To add to the realism they leave a trail of smoke, just for staging, you know. This was Gene and Jim's first year, but by their accomplishments SCCA is predicting a very bright future for them. The competition thinks we have been putting them on with this rooky business, but the thing they really have going for them is a TR and a real TR Club behind them.

Our boys that do not have the time or money for the race track, put on one gymkhana, auto-cross, or sports car trial monthly. Our events were so successful last year that we averaged 100 entries per event. We've got some good-looking, fast-moving lady drivers too. Our events on the local scene are as close to the race course as you are going to find without driving wheel to wheel. As much as a mile long. Guess who brought home the most first over-alls last year in Kansas City? That's right, the TR Club. They didn't just give them to us. We won them! We were up

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DRIVERS' SCHOOL

(Continued from page 3)

the car. Having held a 5500 RPM red line during most of the weekend, I was amazed by the added acceleration and speed when Dick said "Let's go" and I started using 7000!

The percentage of students attending drivers' school who actually go on to race is very small. Whatever I do, I will be able to use the experience gained there in all types of driving and I don't think I've ever enjoyed a weekend more!

By the way, the little cold lump is still there . . . most race drivers have it (all of the good ones) and it keeps me on my toes.

MIKE COOK

TSOA NEWSLETTER

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against Cobras, Lotus 7s, and Super 7s, and a beefed-up Saab that you wouldn't believe unless you were to have seen it for yourself.

Well, I have chewed on your ear long enough. Just want you to know the K.C. TR Club is holding things down "in the in between country."

You All Come,

BILL SWOPE

Editor of K.C. TR Club
Grease Rag

YEAH!

And TSOA "in between country" Editor
Ed.

WANT ADS

FOR SALE

HARDTOP for Triumph Spitfire — Red — like new.
Contact: H. Peck, 217 Second Avenue, New York, N. Y. 10003.
Phone: (212) AL 4-1152.

FOR SALE

1959 Peerless. British Racing Green, TR-3 running gear, De Dion rear end, overdrive, wire wheels, Michelin X Tires. This is a 2 plus 2 GT with an Aston-Martin type fiber glass body.
\$1,095.00.

Contact: W. Pippen, 217 W. Valleyview Avenue, Littleton, Colo. Phone: (303) 794-3302.

FOR SALE

TR-3, every option including mags, Alfins, OD, 4:55 no spin; even 1967 goodies. Fresh engine, trailer. Spare engine, transmission, etc. All for \$1,425.00.

Contact: Bill Wilson, 1039 Brownlee Road, Memphis, Tennessee 38116. Phone: (901) 396-4660.

FOR SALE

Factory top ('62 TR-4) — needs minor repairs, \$20; tonneau cover excellent condition, \$20; Windshield frame less glass, \$40; Top bows, \$10.

Contact: Wendell A. Button, N. Clarendon, Vermont. Phone: (802) 773-8234.

FOR SALE

TR-4 Abarth Exhaust — \$30; hand crank and bracket for TR-4's with crank opening in radiator — \$5; New Derrington Brooklands racing windscreens — \$15; New Bell 500TX size 7¼ racing helmet with dark-tinted flip-up face shield — \$35; 5 unused Goodyear Blue Streak 6.50/6.70x15 racing tires — \$25.00 each.

Contact: James E. Houston, 7412 West 111th Street, Worth, Ill. 60482. Phone: (312) 846-7000 (Bus.). (312) 448-0032 (Home).

FOR SALE

1 TR-4 Work Shop Manual, \$6.50; 1 TR-4 Spare Parts Catalogue, \$4.50.

Contact: George L. Becht, Apt. A-3, 42742 Colden St., Flushing, N. Y. 11355.

FOR SALE

Dick Gilmartin's winning Spitfire. Car ready to go with spare engine, 3 sets tires, many parts, including two complete set-up rear ends, three heads, etc. New white paint job done for ARRC. Car completely "punkinized" and ready to go. Offers around \$3000.00.

Contact: E. R. Gilmartin, 5 Rockwell Rd., Ridgefield, Conn.

FOR SALE

Stripping apart 1958 TR-3A with o/d, wire wheels, disc brakes. Engine rebuilt completely, 87 mm bore & balanced, new radiator, bearings, timing chain, valves, etc. Body parts in good condition. Make offer. Baker side curtains, \$55—postpaid; New tonneau cover, \$25—postpaid.

Contact: Norman Levin, 2614 Independence Ave., Walnut Park, Calif. 90257.

FOR SALE

Side-curtain and wire wheel rebuilding service. Side-curtains, new and used, also your curtains rebuilt. Wire wheels rebuilt and repaired.

Contact: R. E. Torres Side-Curtain & Wire Wheel Rebuilding Service, 7301 W. 89th Street, Overland Park, Kansas 66212. Phone: (913) NI 2-7437.

FOR SALE

SCCA Race Prepared TR-3. British racing green with mags, oil cooler, profided engine, overdrive, 4:55 with limited slip, new front end, many, many spares and a trailer. All this for only \$1200 or best offer.

Contact: James L. Putman, 2589 Imperial Way, Yuba City, Calif. 95991. Phone: (916) 673-4104.

WANTED

Later model TR-3 seats. Condition not important.

Contact: A. M. Gergely, 16 Grant Ave., Roselle Park, N. J.

WANTED

For a 1967 Spitfire — 1 hardtop, used — any color — all mounting parts — good condition inside — no preference to color or condition of exterior paint. Also wanted 1967 Spitfire wood unused steering wheel — good condition.

Contact: Mike Parker, 8 Cushing Avenue, San Rafael, Calif. 94903. Phone: (415) 479-2320.

WANTED

Full Roll Bar for '62 TR-3.

Contact: K. A. Spindelmann, 736 Sunny Hills Rd., Fullerton, Calif. 92632. Phone: (714) 871-6725.

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

TSOA Handbook \$1.00

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

Local TSOA Club "Calling Cards" FREE

List of Triumph Dealers and Distributors FREE

STAA Badge \$1.50

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, Box 3273, Grand Central Station, New York, N. Y. 10017. 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.