



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

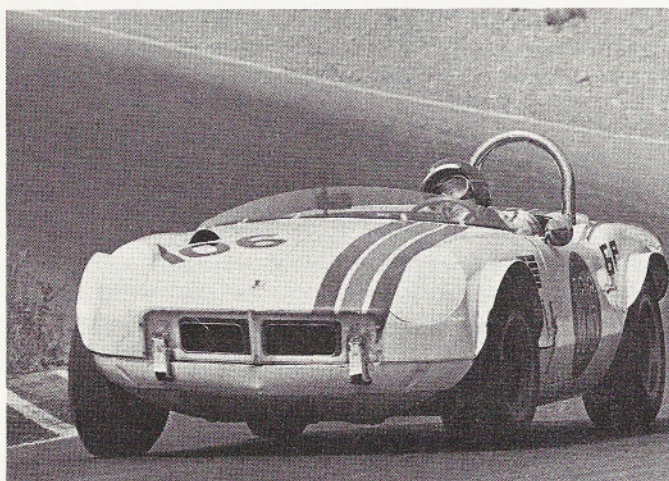
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KAS WILL KEEP NEW YEAR'S RESOLUTION

Wide-open Canadian Rules Produce A CANADIAN LOTUS EATER



Never a Spitfire like this one! Ray Gray, Whitby, Ontario, cuts another record-breaking lap. Note body mods, wide, wide tires.

It's bench-racing season again! And, what are most of the discussions (arguments?) about? What constitutes "production"? Now, before we get into *that* again, let's take a look at the rules in Canada where the Canadian Auto Sports Club has a category called "Improved Production". What constitutes "production" north of the 49th parallel is sufficient to make a certain Spitfire competitive with Porsche Carreras and Lotus 47's!

The driver of this snarling white wonder is Ray Gray of Whitby, Ontario and he has been racing it since 1965. The results show that he has won the Canadian class 6/7 championship every season. In 1966, Ray took 11 class firsts out of the first 12 races and set new 1300 cc lap records at both Mosport and Harewood. 1967 ran the same way with class firsts in 12 out of the first 13 events. He has been running a consistent third overall in the 1600 cc class events, following the Carreras and within shooting distance of that Lotus 47. Ray's time around Mosport was 2.4 seconds faster than the Northeast's fastest TR-4 (yup, #44).

Body lightening and streamlining is allowed under CASC rules as are a large number of engine mods. As can be seen, Ray has smoothed out the Spit . . . headlight covers, extended

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3 1968 Models to be Ready for First SCCA Race at Phoenix, February 11th.

Hot after the New Year came a letter from Kas Kastner, Triumph Competitions Manager, with the low-down on the preparations for the '68 season. This year, Kas will be testing the GT-6, Mk 3 Spitfire and TR-250 and all three cars are expected to be on the grid at Phoenix for the Southern Pacific Division's first race in February. Here is Kas' letter . . . nobody else can tell it like it really is . . .

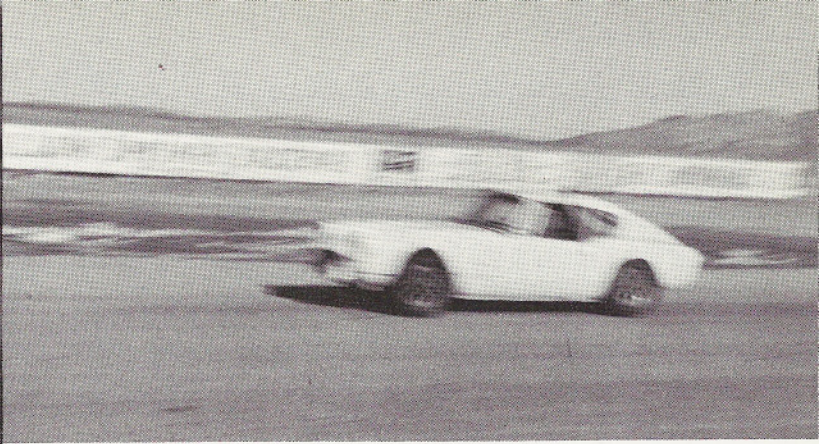
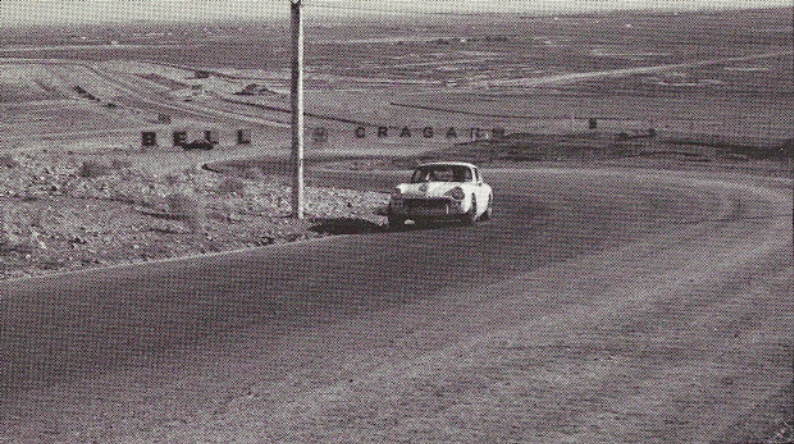
"With three new cars homologated for 1968, the Competition Department has had its hands full trying to get caught up in time for the race season opener at Phoenix, Arizona, on February 11th.

Engine testing on the new engine for the Mark III Spitfire is progressing quite well and a future report will give details of the changes. It is expected that I will have an amendment for the present Spitfire preparation manual sometime in late February or early March.

The car furthest along is the GT-6. The department car was completed enough for some track testing last week and drivers Carl Swanson and Jim Dittmore were invited out to Willow Springs Raceway for drivers' impressions and testing of suspension and other vital items, (power). From the observations of that early testing, we believe that the GT-6 is going to be quite competitive in class as these first tests gave lap times only .4 seconds slower than the ultimate lap record held by Carl Swanson in his Morgan. Carl, you might remember, is the 1966 Class "E" champion.

The amazing part of the testing was that very little adjustment to the suspension was necessary after the preliminary set up in the shop. There are, of course, special front springs, Koni shocks and a camber compensator installed. We were also all prepared to make heavy modifications to the Stromberg carburetors, but there was absolutely no evidence that a change was needed. The carburetors worked very well, as did all of the other drive line units. We thought that the car would be over geared with the

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GT-6, classified EP for 1968, shows off on the uphill at Willow Springs.

Competition Director's Instamatic was no match for flat-out speed of GT-6.

'68 MODELS TO BE READY *Continued from page 1*

3.89 axle ratio, but the lap times proved that theory wrong, and when you can pull 6700 on the uphill straight at Willow Springs, you really have no complaint on gear ratios. The close ratio gearbox fitted as stock equipment, of course, was perfect and no trouble or change is anticipated.

The great thing with the GT-6 is the amazing amount of torque and it shows up when coming off a corner. We had some indications of understeer on slow corners, but that is expected to be corrected by taking out some of the rear wheel negative camber.

The engine was a 126 b.h.p. unit, the power reaching the maximum at 6500 r.p.m. It is expected that careful detailed tuning will bring out another ten per cent. The GT-6 was run 55 laps and after the session the engine completely stripped. There was nothing that showed even the slightest amount of wear. In fact it appeared that we needed a little more time to completely seat the rings.

Well to put a finish to this report on the GT-6, I will close with the conclusion that the GT-6 is going to be "right there" in class from the beginning and we'll report after the first national at Phoenix. . . . One other point on the GT-6, the full Competition Preparation Manual for this car is almost completed and should be ready about the last of January. There are a few more engine curves to establish and a couple of photographs yet to take, but the competition department will accept orders now for the new manual and mail it from the first printing. Lists of the competition items suggested for racing will be included with the manual.

We will have a track report on the Spitfire and the TR-250 for your readers very shortly.

Very truly yours,
LEYLAND MOTOR SALES, INC.

R. W. Kastner
Competitions Manager

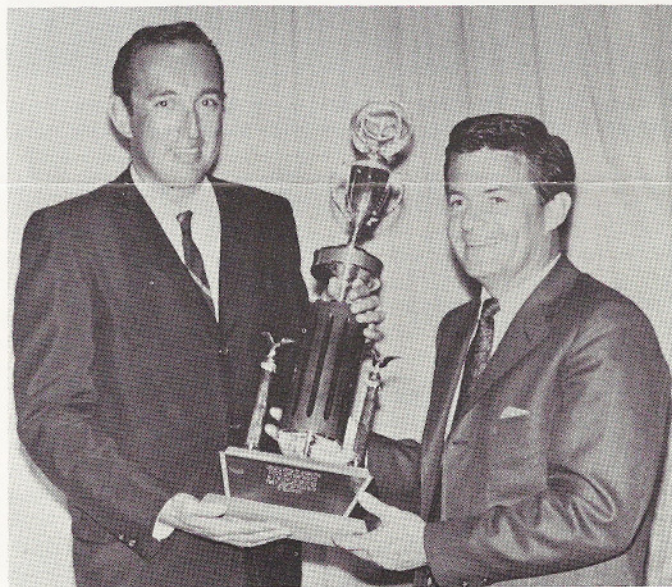
Note that Kas requested that order for Preparation Manuals be sent to the Competition Department. The correct address for these orders and for all correspondence is: Triumph Competition Department, P. O. Box 1557, Gardena, Calif. 90249. Books are priced at \$2.00 each.

EDITORIAL

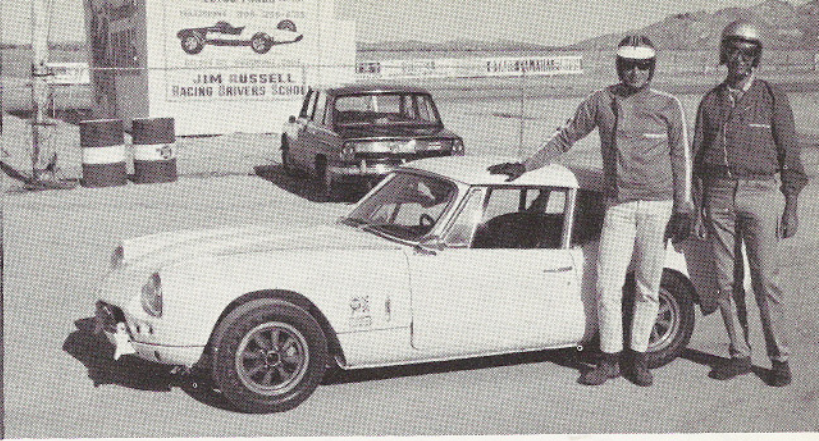
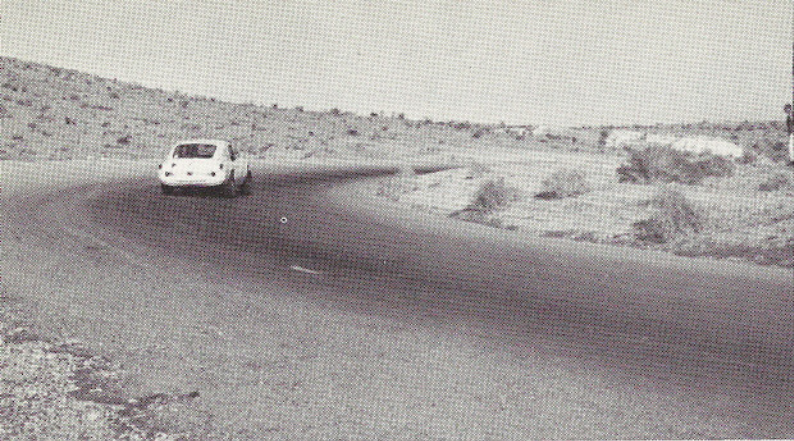
The New Jersey TR Club "Triumph Trivia" gave us a shock this issue. Included a page duplicating their first newsletter, way back in '59! It doesn't take much to figure out that the TSOA Newsletter was already five years old in 1959 and that we've reached the 14 year mark as a national club.

Tied together primarily by the Newsletter and an abiding affection for all cars with names beginning in TR, the 15,000 or so members of TSOA still form one of the largest, if not *the* largest one-make clubs in the world. Through the comprehensive activities schedules of the member clubs, every Triumph enthusiast has a chance to enjoy his particular sports car hang-up in company with people who share his enthusiasm.

You've taken us to task occasionally for lop-sided coverage of racing in the Newsletter and we admit to a bias to that activity . . . it's the "newsiest" one we have to report on! However, if you want more about rallies, club events, individual experiences, etc., *send them in!* All 15,000 are hereby delegated reporters and those of you who are club Publicity or Activities Chairmen, get busy! We've got 12 issues to fill with material of interest to you . . . and we'll bet you're tired of editorials already! 🏆



Lee Midgley of Hemet, California (right) receives the Leyland Motor Corporation Award for "The outstanding achievement by a Triumph driver at the 1967 ARRC". Lee turned in a tremendous performance in his venerable Triumph TR-3 to win the National Championship in E Production. Presenting the award for Kas Kastner, Triumph's Competition Director, is Ian Dunn, Director of Triumph's Racing Publicity.



On up the hill pulling high revs despite "highway" rear end. No body lean!

Test drivers Jim Dittimore and Carl Swanson (R) pose with GT. Kastner "Q-ship" in background.

NEWS FLASH!

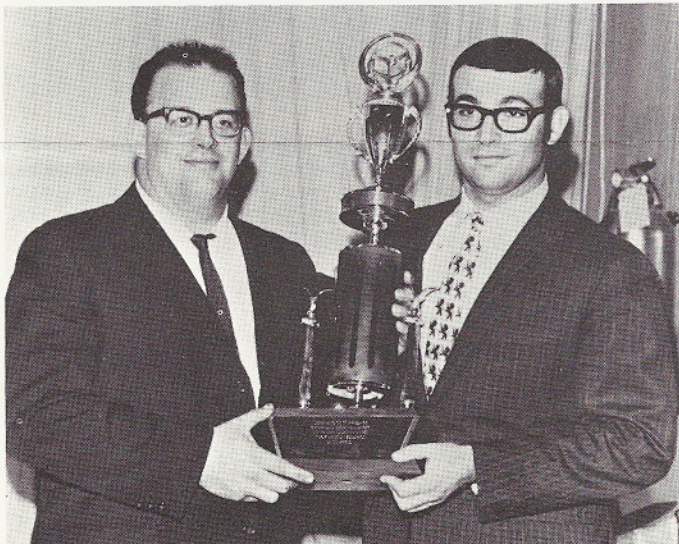
Leyland-BMH Merger

A merger agreement between the Leyland Motor Corporation Ltd. and British Motor Holdings was concluded in England on January 17, 1968 in order to form a new company called British Leyland Motor Corporation.

Sir George Harriman, Chairman of BMH, will be Chairman of the Board, and Sir Donald Stokes, Chairman of Leyland, will be Deputy Chairman, Managing Director, and Chief Executive Officer.

BMH, which recently merged Jaguar into its organization, markets MG, Austin Healey, Austin, Morris and Jaguar in the United States and Canada.

Leyland, which owns both Triumph and the recently acquired Rover, markets the Triumph, Rover and four-wheel-drive Land-Rover lines in the United States and Canada.



Dick Stockton (left) of Abingdon, Pennsylvania receives the Leyland Motor Corporation trophy for the "Outstanding mechanical effort by a Triumph competitor at the 1967 American Road Race of Champions". Buzz Marcus (right) shown making the presentation for Leyland, is the driver of the Triumph TR-4A that Stockton prepares and maintains. Buzzy was able to capture a second in DP at the ARRC.

LOCAL CLUB NEWS

Another county heard from! This time, Ventura county, home of the Triumph Club of Ventura County, numbering 14 couples as members. We received a copy of Ye Olde Blue Note, edited by Donna and Joe Haugen. The TRVC group just had a 3rd birthday and the Haugens note that the club has held 36 consecutive "Second Friday Niters," the monthly event. It's a fun group . . . note rally titles such as the T-Shirt II and the Flirt's Correlation III.

There's a Council of which TRVC is a member which seems to guarantee an event every weekend and then some! Contact: Triumph Club of Ventura County, P.O. Box 262, Ventura, Calif. 93001.

New officers are taking over in various TR clubs. Among those elected for 1968 terms are:

TRIUMPH SPORTS CAR CLUB OF NEW JERSEY

President Joyce Taylor (a first!)
 Vice-President Pete Amlicke
 Treasurer Howard Avery (seventh term!)
 Recording
 Secretary Judy Schettino
 Corresponding
 Secretary Lynne Stirrat
 Directors: Ed Elizondo, Bernie Gilsleider,
 Dave Iannone, Blen Schluskel,
 Joe Steigauf

TRIUMPH CLUB OF OHIO

President Dave Blessing
 Vice-President Bob Hoover
 Secretary Diane Blessing
 Treasurer Pam Bixler
 Directors: Phil Moholin, Ray Byers, Tom Hodgson
 Editors: Ray Byers, Phil Unger
 Publishers: Ralph and Joan Graves

TRIUMPH SPORTS CAR CLUB OF DELAWARE VALLEY

President Bob Leonetti
 V-P Membership Bobbie Kraft
 V-P Activities Bob Adams
 V-P Competition Gary Bruntranger
 Secretary Elinor Meyer
 Treasurer Vern Armstrong

We will be happy to list all new TSOA club officers . . . just send them along. A special request is that club newsletters and material for inclusion in the Newsletter be sent to the editor as follows: TSOA Newsletter, Michael L. Cook, 90 Seventh Ave., Westwood, N. J. 07675. This is particularly important if you want us to list your big event! Newsletter deadline is the 1st of the month for material to be included in that month's issue.

HERE ARE '68 FEDERAL TUNING SPECS

Below are the specific government-approved adjustments for 1968 Triumphs with the emission controls installed. Owners should find these listed on the vehicle, under the hood but we are printing them to show how exact such adjustments must be to conform to the law and help keep the air as free of pollution as possible.

U.S. FEDERAL STANDARDS CONTROL OF AIR POLLUTION

(31 FR 1570, 45 FR PART 85)
(AT DATE OF VEHICLE MANUFACTURE)

THE ENGINE OF THIS CAR IS EQUIPPED TO CONFORM TO THE REQUIREMENTS OF THE ABOVE STANDARDS. SPECIAL INSTRUCTIONS HAVE BEEN ISSUED BY THE MAKERS COVERING THE CORRECT METHODS OF ENGINE MAINTENANCE AND TUNING.

UNAUTHORIZED INTERFERENCE WITH, OR ADJUSTMENTS TO, THE CARBURETOR, INDUCTION SYSTEM, IGNITION OR VALVE SETTINGS AND BREATHER SYSTEM MUST NOT BE MADE, AS IF MADE, WOULD ALMOST CERTAINLY RESULT IN THE VEHICLE FAILING TO MEET THE LEGAL REQUIREMENTS IN RESPECT OF AIR POLLUTION.

TRIUMPH TR. 250 EMISSION CONTROL SETTINGS

TAPPET CLEARANCE (COLD)	0.010 IN.
ENGINE IDLING SPEED (HOT)	800/850 R.P.M.
IGNITION TIMING (IDLING SPEED)	4° A.T.D.C.
APPROXIMATE STATIC IGNITION TIMING	10° A.T.D.C.

TRIUMPH GT. 6 EMISSION CONTROL SETTINGS

TAPPET CLEARANCE (COLD)	0.010 IN.
ENGINE IDLING SPEED (HOT)	800/850 R.P.M.
IGNITION TIMING (IDLING SPEED)	4° A.T.D.C.
APPROXIMATE STATIC IGNITION TIMING	6° A.T.D.C.

TRIUMPH SPITFIRE MK III EMISSION CONTROL SETTINGS

TAPPET CLEARANCE (COLD)	0.010 IN.
ENGINE IDLING SPEED (HOT)	800/850 R.P.M.
IGNITION TIMING (IDLING SPEED)	2° A.T.D.C.
APPROXIMATE STATIC IGNITION TIMING	6° A.T.D.C.

TRIUMPH TR-4A EMISSION CONTROL SETTINGS

TAPPET CLEARANCE (COLD)	0.010 IN.
ENGINE IDLING SPEED (HOT)	800/900 R.P.M.
IGNITION TIMING (IDLING SPEED)	T.D.C.
APPROXIMATE STATIC IGNITION TIMING	T.D.C.

CANADIAN LOTUS EATER *Continued from page 1*

front undershield, air scoop, etc. Note the extensions on the wheel arches. Ray's car uses 7" American Racing mags. Under the hood you would not be surprised to find Weber carbs on a special manifold and a Stage Two head, but you might be surprised that the pistons are stock and the cam is a normal Kastner grind. Suspension is similar to normal Spitfire preparation.

As of November, 1967, Ray planned to retire the car and he hasn't told us his plans for 1968. By the way, although most of the data above came from Ray himself, he'll be pleased to know that his loyal fans had also written, giving the same information and expressing their hopes that we'd print a story about the speedy Mr. Gray. Enthusiasm well deserved, Ray . . . glad to oblige!



NEWS FOR THE "IN" GROUP

The TR-250 buttons and skin decals are yours for very little effort. Just send us a stamped, self-addressed envelope and we will send your button and decal right back. Send us two envelopes and we'll send you two buttons! You can't do better than that.

CLASSIFIED

FOR SALE: TR-2. 1954 Classic. Excellent condition, 33,000 actual miles. Char/grey with red interior, wire wheels, all original equipment. Never raced. Asking \$800.00. Mr. S. C. Thompson, 5516 N. Hills Dr., Raleigh, N.C. 27609. 919-787-5992.

FOR SALE: TR accessories, all as new. Red rear seat, \$20; white TR-4 tonneau, \$20; red TR-3/4 console, \$10; black TR-3 Amco mats, \$7; padded visors, \$5; TR-3 sill plates, \$3.50; door panel kick plates, \$2.50. Shipped post-paid. R. M. Langworth, C9, 253 E. Crestwood Dr., Camp Hill, Pa. 17011. 717-236-1435.

FOR SALE: 1 year old solid state AM long-range radio to fit TR-4 or Spitfire. Complete with speaker, \$50. F. Fabian, 719 Michigan National Bank, Battle Creek, Mich.

FOR SALE: Tonneau cover and hard top for TR-4. Like new, \$100 for both. John C. Brezisky, 88 Charles St., Mineola, N. Y. 516 PI 7-7912.

FOR SALE: TR-3 tonneau, white, \$20; boot, \$10; wind wings, \$9; shop manual, \$15. All excellent condition, will consider trade for photo equipment. Dr. J. M. Spedick, 9101 Newportville Rd., E 21, Fallsington, Pa., 19054. 215-295-0234.

FOR SALE: Brand-new Spitfire tach (Mk 2). Best offer. C. Toepel, Westford, Mass. 01886.

FOR SALE: TR-4/4A shop manual, all latest revisions. \$12. S. C. Gustas, Jr., 11906 Braewick, Houston, Texas 77035.

WANTED: Complete mounting hardware for factory hardtop installation, 1959 TR-3. To include windshield clamps, windshield attachment brackets, rear deck bridge pieces, tapped plates, etc. Ocupant, 1810 N. 23rd Ave., Melrose Park, Ill. 60760.

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