



# TSOA

# NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION



600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 15, NUMBER 3

MARCH, 1969

## UP, UP AND AWAY!

### Pennsylvania Hillclimb Association



The mail must go through! Whether he's delivering the mail or the Reading Eagle, Keith Kendig knows what he's doing. The Pennsylvania Hillclimb Association 1968 DP champion is shown in action at Fleetwood. His car is the ex-Bob Tullius TR-4A.

Photo—Arographics

Memories of eight 1968 hillclimb events were reviewed with nostalgia at the annual banquet of the PHA, held at Hershey, Pa., February 8th. As the trophies were presented, heavy snow outside enhanced the enthusiasm for an even better 1969 schedule.

Triumph cars figured prominently in three classes and two PHA regulars received Triumph Competition Department trophies as class champions. They were Keith Kendig, DP winner and Ken Slagle, tops in EP II, a special class for TR-3s.

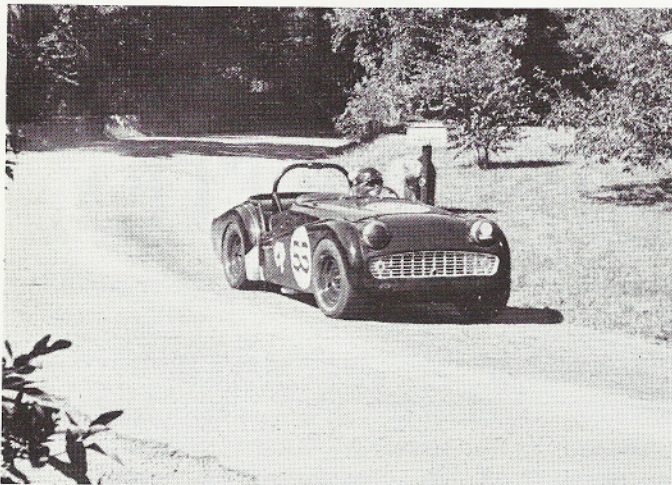
Two Spitfire drivers landed in the upper reaches of Class G. George Iliff tied for third and Don Hennigan ended in a fourth place deadlock. Both will be shooting for more points in '69.

Ken Slagle won five EP II events and missed a perfect 60 point score by one tiny point. PHA champions are determined by their total points in six events out of eight, dropping the two lowest scores. Second place went to Henry Hemmen, the 1967 champion. Third and fourth were awarded to Vincent Hock and Ken Lewis.

Keith Kendig, a perennial PHA winner, took four firsts, putting him ahead of the Lotus of Dave Redmond. Bob Auker wheeled his TR-4 to third spot and Mike Boucher in another TR-4 finished fourth.

The PHA Touring category, divided into classes, provides good fun and excellent competition for drivers who enjoy running fast but can't invest in a fully-prepared race car. Full-bore racing with modifications similar to SCCA is also provided. There are ladies' trophies as well. For complete information on eligibility for license, write to:

**Pennsylvania Hillclimb Association, P.O. Box 1445, Allentown, Pa., 18105**



Frequent top-five finisher Corky Nesbitt, wheels it at Topton. Corky prepares his own car in his own ship in Whitehouse, N.J. Foreign cars are his specialty and he has a dynamometer.

Photo—Arographics



PHA 1969 EP II winner. Ken Slagle, a sharp driver on road course or hill, shows his style at the 1968 Topton climb.

## 1969 PHA Triumph Support Program

All events on the 1969 PHA schedule will be covered under Triumph's racing support program. Kas Kastner, Triumph Competitions Manager, has announced the following payments:

Spitfire Mk 1 and 2	Class G	1st \$25, 2nd \$15
Spitfire Mk 3	Class F II	1st \$50, 2nd \$25
TR-2/3	Class E II	1st \$25, 2nd \$15
GT-6	Class E III	1st \$50, 2nd \$25
TR-4/4A	Class D	1st \$25, 2nd \$15
TR-250, TR-6	Class C	1st \$50, 2nd \$25

These payments do not apply to the Touring category. Winners should file reports to: R. W. Kastner, P.O. Box 1557, Gardena, California 90249.

## NEWS AND NOTES

The organizational meeting of the Maine Triumph Sports Car Club was held on schedule with a good nucleus of enthusiasts attending. Interests vary among the members of the new club to the extent that planned events will include rallies, gymkhanas and trials and even hill-climbs. First event will be a rally at the end of April.

Officers elected were:

President	Brian Heaton-Jones
Treasurer	Raymond Nelson
Secretary	Brian Tasker
Membership Secretary	Nancy Heaton-Jones
Head Rally-Master	Dean Washburn

Meetings will be held the first Wednesday of each month at the President's home, Berry Road, Pittsfield, Maine. For further information, write:

Brian Tasker, Secretary  
M. R. A. Box 164, Brewer, Maine 04412

New York Triumph Motor Club Announces The March Hare Rally, Sunday, March 30. Registration will be 12 noon to 12:45 at Korvette Shopping Center, Route 59 and Smith St., Nanuet, N.Y. \$3.00 members, \$4.00 non-members. Call Frank Gagne, 212-KI 9-8277 for information.

# TR JACKETS

# 36%

# OFF

Special offer to TSOA members. Triumph Jackets now only \$5.75. These are the same cotton poplin Zelan water-proofed jackets which we have been selling for \$9.50. All are light blue cotton with a Triumph flash on the back in dark blue.

Triumph jackets are just the thing for wear at the races, on a rally, even for golf (golf?). Sizes are small, medium, large and extra large and all are available if you order right away but that situation may not continue for long. Send us a check for one or more.

## 6-CYLINDER TR'S WARM UP LAS VEGAS

The first National at Las Vegas, Feb. 22nd and 23rd, was cold, damp, snowy and generally unpleasant for the pit crews and spectators. On the course the story was different as Triumphs won three races and Kas Kastner almost scored a double victory with his two newest cars.

The EP race was combined with B Sedan, putting the GT-6+ in with the Porsche 911's, Alfa GTA's and sundry hot BMW's etc. Carl Swanson qualified the Coventry fastback next to the pole position occupied by Gil Ranney in the #65 Porsche. When the flag dropped they took off like Siamese twins and stayed that way, the GT sticking to the Porsche as if tied to the rear bumper.

7 seconds ahead of the EP field on the first lap, Swanson was never approached by another car in his class. At the half-way mark, "slow" signals from Kas dropped Carl to fourth overall but he still finished 40 seconds ahead of the EP group. His time for his best lap was two minutes flat, 4 seconds under the 1968 Class E record.

Las Vegas was outing number one for the TR-6 and Jim Dittmore qualified the car on the pole. Dittmore, a regular on Triumph's Competition Department team for several seasons, found himself in familiar company on the starting line. Next to him was Alan Johnson in the orange factory Porsche 911. The other 911 team car, driven by Milt Minter, was next, followed by Don Pike's Porsche. Minter was first away but Dittmore showed the potential of the TR-6 by passing him on the straight during the first lap.

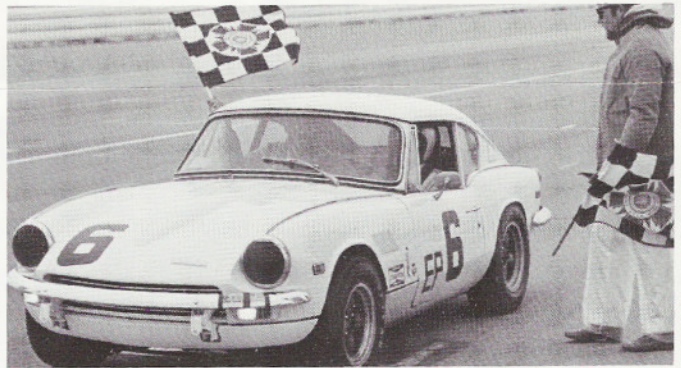
Dittmore held the lead for four or five laps but Don Pike was charging hard, passed the factory Porsches and then got by the TR. The fuel-injected TR-6 engine had mysteriously lost a few essential rpm's at the top end, slowing Jim down a bit. As he continued to dice with Pike, Pike spun in some oil and had to retire, leaving Jim a small lead over Alan Johnson. Johnson now had a slight speed advantage which he put to good use, passing Dittmore after a five-lap battle. Trying to catch Johnson, Dittmore put #8 off course in turn two and had to settle for second. As a first outing for a new car, the race was highly satisfactory and Jim bettered his TR-250 record by 4 seconds.

The third car in the Kastner stable is Lee Mueller's Spitfire Mk 3. Lee began the FP race in the lead but blew the engine and retired. Jerry Barker, in his new Mk 3, took over and scored a convincing first. Don Devendorf took his first step toward another National G Production championship by winning the G event.

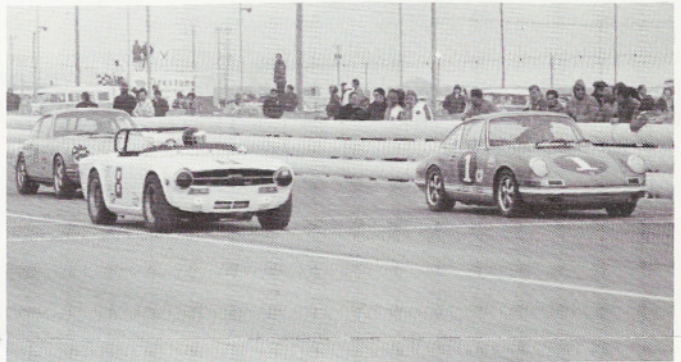
Racing noises will be heard from other parts of the country soon . . . it looks like another good year for the TR drivers.



Green flag, blue starter. Waving off the E Production and B Sedan race at Las Vegas, the starter is bundled up against the wintry weather. Competition was hot.



Vegas win for GT-6+. Kas Kastner waves the flag as Carl Swanson prepares to take the victory lap.



Waiting for the flag. Jim Dittmore and Alan Johnson prepare for the CP race.



TR-6 leads. Jim Dittmore charges down the pit straight ahead of Milt Minter. Light-colored 911 is Don Pike's. Eventual winner, Alan Johnson, is in background.

Photos—Dunn/Cheyne Enterprises

## NEWS AND NOTES

(continued from page 2)

### New Officers For D.C.T.S.O.A.

Elected at the club's January meeting were:

PRESIDENT ..... Keith Grimes  
VICE PRESIDENT ..... Drexel Williams  
TREASURER ..... Carol Hudson  
SECRETARY ..... Linda Templon  
ACTIVITIES DIRECTOR ..... Dave Hudson

The Washington area group will hold its first autocross of the season on March 30. Location will be in Alexandria, Va. For further details, write D.C.T.S.O.A. c/o Jim Schwitz, 519 E. Luray Dr., Alexandria, Va. 22301.

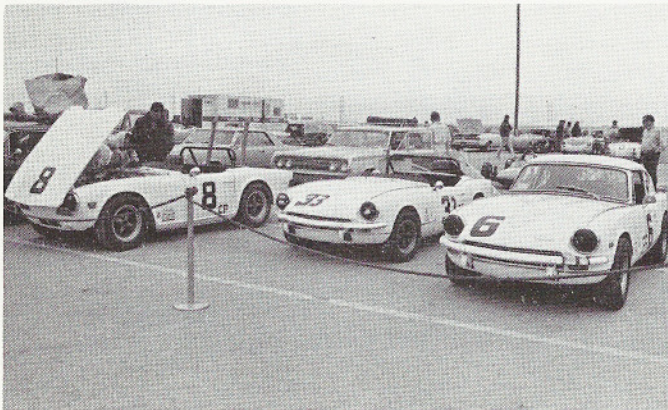
### TR Club of New Jersey Plans Festive Fourth

The New Jersey club has long been noted for special weekend events, beginning with the original Tri-O-Rama and continuing with other fun-type two or three-day excursions. For 1969, it will be the Fourth of July Vermont Madness. Madness includes a rally to Stowe, Vt., a Fourth of July Parade, field trial, song fest, swimming, camping, etc. \$42 per couple, \$21 for singles. This may be for members only so find out early. Write club president Sevey Vignola, 1510 76th St., North Bergen, N. J.

## FASTEST TIME OF DAY TO SPITFIRE Mk 3

So what? At Riverside, on Saturday, Feb. 15, a Spitfire Mk 3, driven by Lee Mueller, recorded FTD overall, beating all production, sports racing and formula times for the day. Running in the rain, Lee averaged over 70 mph and won his race. During the race, he lapped almost the entire field and was within range of lapping the third place car when the flag fell.

In Sunday's race, in the dry, FTD went to the big-engined machinery but Mueller managed to notch another FP victory for a perfect score on his first 1969 racing weekend.



The trio from the Triumph Competition Department. All potential '69 champs.

## CLASSIFIED

### ITEMS FOR SALE:

TR-3. Fully SCCA race prepared, 4.5 rear with limited slip, overdrive, F cam, headers, American mags with Goodyear R-3's, full suspension options. Valve train lightened, engine balanced. White/black. Fast and reliable, \$1,500.00. Will consider trade for street TR-3, 4 or Spitfire. Gary M. Ford, RD 4, Waynesboro, Pa., 17268, 717-794-2203.

TR-4. 3rd Central Division 1967. 3rd fastest qualifier '67 Daytona ARRC. Rebuilt since, only raced once. New paint, crank, rings. Ready to race, with trailer. Best offer. Tom Varner, 1300 S. Adams, Rochester, Mich. 48063. 313-FE 2-3122.

Dick Stockton's black TR-4. Fastest of' black car in the Northeast. Fastest qualifier at '65 ARRC, Daytona. Well cared for since, rebuilt for '69 with new frame. Offers around \$2,395.00. Call Dick Stockton at 215-OL 9-1690.

TR-3A. Late '61. Only 19,800 miles. Overdrive, Michelin X, light blue. Never raced. Excellent original condition throughout. Original owner. \$1,500.00 firm. J. Coleman, M.D., 10786 Peninsula Dr., Traverse City, Mich. 49684. 616-946-7798.

Wire Wheels. 5 60-spoke wheels from TR-4A with splined extensions and knock-offs. \$25 each or \$100 for the lot and your disc wheels. R. F. Snyder, 1975 Michigan Ave., Olean, N. Y. 14760.

### ITEMS WANTED:

TR-4A roll bar conforming to SCCA specs. R. F. Snyder, 1975 Michigan Ave., Olean, N. Y. 14760.

Wrecked TR-6. Prefer one with front end damage. Also want Spitfire in need of engine or transmission. Must be within 500 mile radius of Waynesboro. Garry M. Ford, RD 4, Waynesboro, Pa. 17268. 717-794-2203.

## 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..... \$5.75

### 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  
Standard Triumph Review Subscription..... \$2.50/year  
GT-6/2000 Competition Preparation Manual..... \$2.00  
TR-4, TR-4A Competition Preparation Manual..... \$2.00  
SPITFIRE Competition Preparation Manual..... \$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, 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.

EDITOR, MICHAEL L. COOK