



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

111 GALWAY PLACE • TEANECK, NEW JERSEY 07666

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MARCH, 1968

TRIUMPHS WIN-PLACE-SHOW AT VEGAS NATIONAL ODDS LOOK GOOD FOR '68 SEASON



GT OUT FRONT: Carl Swanson leads a Porsche and TR-3 down the pit straight at Las Vegas. Still under development, the sleek GT took a class 2nd in the Regional race, suffered damage in the National.

In their first outing of the season, West Coast Triumph drivers scored on both days of racing at the Las Vegas Regional/National event February 24th and 25th. Development time on the new models has been short but the TR-250 collected first place in its first race! Jim Dittmore took the victory lap for 1st in CP and 5th overall in ABC Production and A Sedan. The 2nd CP car, a Porsche, was 10th.

Other Saturday racing saw Lee Midgley win D and EP overall in his National Champion TR-3. D went to J. Kline in a TR-4 while the GT-6, driven by Carl Swanson, was fourth overall and 2nd in E.

Jerry Barker, of Hermosa Beach, Calif., son of past National GP Champ Ed Barker, brought his brand-new Regional Competition License to Vegas and took first



CHECKER FOR MIDGLEY: Caught at the instant of crossing the line, Lee Midgley looks relaxed while the starter waves frantically. Double win for Lee at Vegas but he'll be changing cars!

in G on Saturday. Jerry drove his dad's car, veteran of four ARRC's, and beat Ed's record Vegas lap time!

The Spitfire Mk 3 was a second-place finisher both days, each time by only a length or two. Lee Mueller, Gardena, Calif., went like a rocket in both races only to be passed in the closing laps by the Datsun of Duane Feuerhelm. It was all Lee and Duane . . . no other cars were in contention and Lee was confident that, by the next race, the Spitfire would make it no contest.

The National on Sunday saw GP go to the Spitfire of Don McGaffey. This Phoenix driver is a real mover and this nine points won't be the last. Midgley made it two in a row in the TR-3, winning D and EP overall **again**. He then announced that the car was sold and that

(Continued on page 2)

TRIUMPHS WIN-PLACE-SHOW

(Continued from page 1)

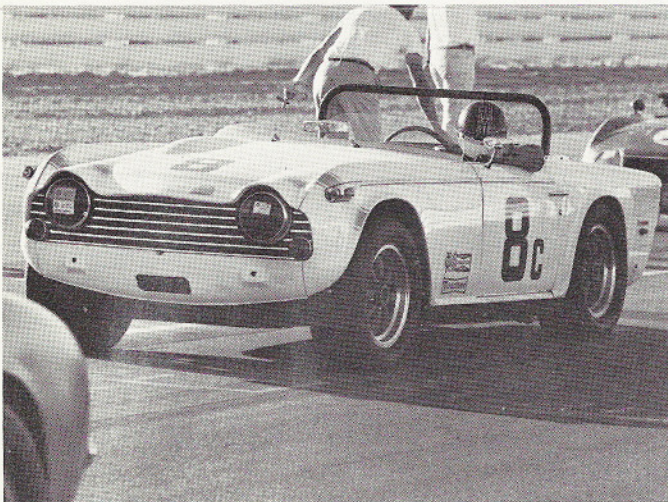
he is planning to race "something else". Carl Swanson had to retire the GT-6 after a little fender-bending on lap 1 . . . he was hit by six different competitors between turn one and turn two. "The hood bowed up so high I could see the valve cover" said Carl.

Let's face it, short of Group 7 Can-Am and USRRC cars, there's no bigger thrill in racing than watching a herd of A, B and C sports cars crowding each other at speed on a long course. Seeing a Triumph in this company is something we still have to get used to. Even Jim Dittmore looked around the grid a lot, just to make absolutely certain this was his race!

The Las Vegas event brought out two strong factory efforts from Datsun and Toyota. The Datsun operation has been going for several seasons, but it's the first try for Toyota and they have selected Carroll Shelby to run their team of two Toyota 2000 GT coupes. Crowds of mechanics, executives and sundry people swarmed over the two cars all weekend and the suspense had really built up by race time.

Whatever Jim Dittmore in the TR-250 and Scooter Patrick in the Toyota had planned to do, they were put down by Alan Johnson the '67 CP Champion. He took his Porsche away from the line with tremendous skill and stayed ahead by over half a lap, for the rest of the race. After a few laps' trouble with an Elan which retired, the 250 and Toyota settled down to a duel for second place. It was not resolved until the final lap when after steadily nipping away at Dittmore for several laps, Patrick passed on the back straight and stayed ahead for the flag.

What next? For their first try, all three new TR's did remarkably well. So much potential exists in the 250 that it can hardly be considered more than 50% prepared. There is much more to be gained from both GT-6 and Spitfire. By April, we'll have the results from Willow Spring for you and we expect great things.



ON THE LINE: Here's Jim Dittmore, in the TR-250, lined up for the ABC go at Las Vegas. CP designation still hard to get used to. Toyota of Scooter Patrick noses in from right.

Driver

Here are the first two in what we hope will be a year-long series you that some of our drivers are so well-known that profiles are hard. What about those who place well in every event entered but haven't to write about the dozens of Triumph competitors who form the backbone of the sport. Dealer/sponsors . . . send in pix and biographies on your driver (story this issue). Do it now or the project may not quite make it to



BILL PENDLETON: Long-time TR enthusiast Pendleton has driven at Sebring in factory TR-4A entries. Northern Pacific Champion two years, his racing experience is varied.

In 1961 I raced a borrowed Sprite to obtain my required hours. After I obtained this I raced my own 3.8 Jaguar. In this Jag I managed to place 2nd in our Division. Since then I have raced the MGA, TR-4A, TR-4A IRS and the Group II Mustang along with a Cougar.

Have been married going on 17 years to Dottie. No children. Hobbies are fishing and hunting.

I am a partner in the Pendleton Milling Company which specializes in pre-cut stakes of all sizes and forms.

1962: Class F, MGA 1st in the N. W. Region
1963: Class D, TR-4 1st in Oregon Region
1964: Class D, TR-4 1st in Oregon Region
1965: Class D, TR-4 1st in Oregon Region
1966: Class D, TR-4A 1st in Pacific Coast Region
1st in the Northern Pacific Division in the TR-4
Tied for 3rd in the Northern Pacific Division in the Group II Mustang which made me eligible for the ARRC at Riverside, California
ARRC RESULTS: 3rd in the TR-4A
2nd in the Mustang

March of 1966 I drove a Team Car for Triumph Motor Company at the 12-Hour Race of Sebring with Steve Froines of San Francisco Region, as co-driver. Our car placed first in class.

1967: Class D TR-4A, IRS (Cal-Auto Center entry)
1st in Northern Pacific Division

DOUBLE DISPLAY BY LEYLAND SI

Triumphs will appear on two stands at the New York Auto Show. The main escalator to the second floor, will display the complete line of GT-6, Triumph Spitfire Mark III, two Rover 2000 sports sedans, and

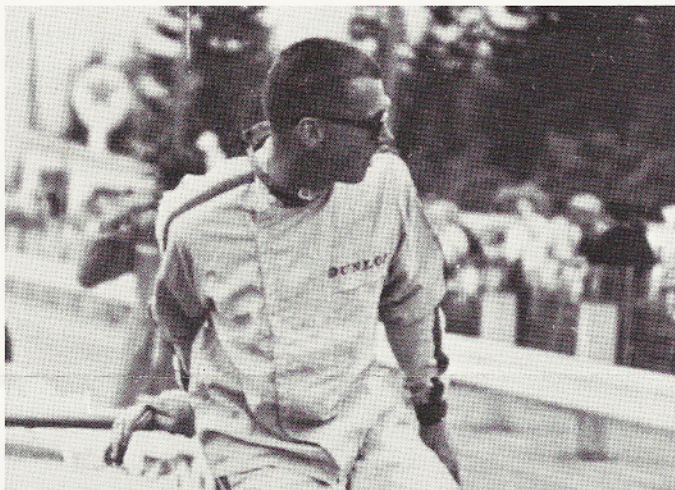
The Leyland Eight, GE, an exciting experimental two-seater has a V-8 engine, will make its world premier on the Leyland stand.

The second swinging Triumph stand will be #14, the stage-like the latest version of the highly successful, somewhat psychedelic Tri

Triumph flesh paintings by Artist J. Warren Alessi, using com every evening after 7 pm (after 5 pm Sundays). Minor children mus

Profiles

s of profiles of Triumph racing drivers coast-to-coast. We needn't remind
dly necessary. But, what about the many who prefer Regional racing?
: the resources or time to compete in all the possible events? We want
kbone of our racing effort.
vers. TSOA clubs . . . promote your hero-driving members (see KCTR
o the starting grid. P.S.: This includes slalom, gymkhana artists.



DENNIS PILLAR: Cal Auto Team driver Pillar likes racing and prefers Triumphs despite past experiences with Volvo, Mustang, Alfa, etc. Has also won in Canada.

I started racing in 1959 with a homemade Formula Jr. and continued very unsuccessfully with two different Jrs. After a lot of races and about as many DNFs, I purchased a new Volvo 122 Sedan. I was then 1st in the SCCA and the ICNSCC B-Sedan Championships. In 1965 I bought a new Alfa Romeo TI Super and was 1st in both B-Sedan Championships again. In 1966 I bought another new Alfa Romeo TI Super and was 1st in the SCCA Oregon Regional Championships and 4th in the North Pacific National Championships. I have driven a group II Mustang in the regionals, nationals and a Trans Am at Kent, Washington.

In late 1966, Cal Auto offered me a ride in one of their TR-4As. I was invited to Westwood, Canada in 1966 to participate for the Standard Triumph Trophy races, which I won in Class D. In 1967 Bill Pendleton and I were again invited to the trophy races and we qualified on the pole and dead heated at the finish. This year, should I win again, I will be presented the trophy to keep. Also in 1967, I was 1st in the Oregon Regional Championships and 3rd in the North Pacific Nationals, and finished 4th in D-Production at Daytona Beach, Florida.

I was born in Portland, Oregon, July 24, 1936. Married 12 years to Pat, we have a daughter, Danni Jo, who is ten, and a son, Jerry, seven years old. I am a sales engineer for Barbor Coleman Company.

ATED FOR NEW YORK AUTO SHOW

how, opening at the Coliseum on March 30. Stand #8, at the head of the
of Leyland cars currently imported — the Triumph TR-250, Triumph
d the 1968 Land-Rover.

rdtop grand touring car featuring a midship-mounted 185 hp aluminum

e area at the west end of the main floor. It will feature the TR-250 and
umph light show.

mercially available cosmetic colors, will be available to show visitors
t have written parental permission.

CLUB NEWS

KANSAS CITY SPORTS CAR CLUB

P. O. Box 93, Main Post Office

Kansas City, Mo. 64108

New officers for 1968:

President — Jerry L. Cox

Vice-President — John Van Aken

Secretary — Pat Gates

Treasurer — Harold Fredericks

Rallye Master — Rick Torres

Gymkhana Chairman — Paul Sterbenz

Grease Rag Editor — Bob Branson

Board Members — Rodger Hurst, Bill Swope, Bill Walking, Torres, Branson, Sterbenz.

Jim Bandy, KCTR club member was a solid second in the D and EP SCCA National at Green Valley, Texas, Feb. 11. Behind him were 9 TR-4's, 12 TR-3's, 2 Lotus Elans, 3 MGB's and 4 Lotus Super Sevens. Big problem was another Super Seven that made it to the flag ahead of him! Well, the season is young yet.

TYEE TRIUMPH CLUB, Inc.

P. O. Box 9054

Seattle, Washington 98109

New Officers for 1968:

President — Bob Brittingham

Vice-President — Ray Hamlyn

Secretary — Dee Lowery

Treasurer — Bob (approx.) Gaston

Directors — Dave Barstad, Dick Kryger, Jim Taylor

NEW YORK TRIUMPH MOTOR CLUB

c/o Ruth Pierce

244 W. 256th St.

Bronx, N. Y. 10471

New Officers for 1968:

President — Timothy Craxton

Vice-President — Rodney Toy

Secretary — Ruth Pierce

Treasurer — Eugene Rodgers

Membership Committee — Carole Rohde

Events Committee — Jim Clifford, Danny Sokol

Newsletter Editor — Harry Gold



TYEE TRIUMPH CLUB: Just about half of the membership of this very active Northwest group is shown here with a season's hardware. Over 70 "hard-core" members are claimed and they are the leading competitors in the Western Washington Sports Car Council, having garnered 2 firsts and 2 seconds in Autocrosses and first overall team awards in Rallies. All that with club jackets and mini-skirts too!

OVERSEAS DELIVERY . . . STILL SAVES YOU MONEY

If your 1968 vacation includes travel to Europe or the West Indies, you can still save a bundle on that new TR despite the new requirement of paying Federal Excise Tax. Some information came in from Dave Hunter, Overseas Sales Manager for Leyland Motor Corp., and we'd like to quote:

" . . . There are two points that we would like to make. First, it is necessary for you to order the car in the United States before going abroad if you wish to both gain the maximum savings of the plan and have a dealer to whom to bring the car for service on return to this country. Second, while many people order their cars here and then take delivery of them abroad, this is not necessary. You may place the order here and merely sign a letter of presence in your foreign destination, in which case your car will be shipped back to the States for you and you will still benefit from the tourist delivery plan.

Through purchasing in this manner you can have the convenience of using your own car in Europe plus the savings of hundreds of dollars even after the Federal Excise Tax is paid.

If you plan to be in the West Indies ask your dealer about the savings by purchasing through our West Indies Plan."

With that to whet your new-car appetite, take a look at the prices below. Similar savings are possible on other models. Why not check with your dealer or write direct to:

D. R. HUNTER
Overseas Sales Manager
LEYLAND MOTOR CORPORATION
111 Galway Place
Teaneck, N. J. 07666

COMPARISON BETWEEN U.S. DOMESTIC PRICES AND OVERSEAS DELIVERY PRICES EX-FACTORY

	TRIUMPH TR-250
Suggested Retail Price P.O.E. East Coast . . .	\$3,175.00
Plus Pre-Delivery Inspection	50.00
	\$3,225.00
OVERSEAS*	
United Kingdom Retail Price Ex-Factory . . .	\$2,325.00
British Registration and Plates	25.00
(Four Months Minimum)	
*Estimated Shipping Charges to East Coast, U.S.A.	170.00
*Estimated U.S. Customs Duty	100.00
*Estimated Federal Tax	183.00
	\$2,803.00
YOU CAN SAVE	\$422.00

* The above figures are estimates only for ocean freight, customs duty and Federal Excise Tax. All prices and specifications are subject to change without notice.

TRIUMPH SALES GO ON UP

TEANECK, N. J.—Triumph sales for February, at 1,714 were the highest for nine years — since 1959, and in the Southeastern part of the States, the highest on record. These are Triumph's wholesale figures to its dealers and distributor, but the tremendous increase has been experienced now for many months, and still dealers are asking for more cars.

The first five months of the Triumph fiscal year, which began 1 October, shows a 65.5% increase over the same period last year — 6,344 verses 3,833.

UP-COMING CLUB EVENTS

TRIUMPH SCC OF NEW JERSEY

April 26 (Friday night) "He Must Be Kidding Rally".
Call Rallymaster Jim Wotton, 201-835-6540.

WTSOA

April 7, Fool's Folly Rally, P. O. Box 1694, Milwaukee, Wis. 53201.

"Sneak Peak" too sneaky—In February issue, the photo of the GT-6 head on the left was not untouched. The sharp edges referred to actually appear AFTER the milling process and are NOT present on a stock head.

CLASSIFIED

Note: No charge is made for listing but TSOA membership is required.

WANTED: 1959-1962 TR-3 in good condition. Will give it the same TLC you have given it. Prefer black with black leather. Douglas Jack, 49 Park Circle Drive, Fairport, N. Y., 14450. 716-377-2859

WANTED: 60-spoke wire wheels and adaptors for TR-4. Also, hardtop for '64 Spitfire and AM-FM radio for TR-4. R. E. Hillen, 212-VI 8-7722.

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 Bent 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.

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