



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 15, NUMBER 11

NOVEMBER, 1969

OLYMPIC CHALLENGE PLANNED

British Leyland plans to take on the International Olympic Committee in behalf of amateur racing drivers. Drivers competing at the American Road Race of Champions at Daytona Speedway will be asked to sign a petition directed to the Committee, requesting that motor sports be recognized and included in the 1972 Games in Germany or the 1976 Games at the latest.

British Leyland hopes to bring world-wide pressure on the I.O.C. through the TSOA and other marque clubs as well as independent groups representing tens of thousands of auto sports enthusiasts in almost every country. The petition calls for inclusion of auto sports on the Olympic card "in the interest of true internationalism in sports".

Motor sport meets the "widely practiced in at least 25 countries" criterion for I.O.C. recognition as completely as do fencing, water polo, tobogganing and a number of other Olympic sports. The petition also has anticipated the possible objection that motor sports test machines and not men. It is easy to find examples such as Olympic bicycling, sailing or horseback riding in which the human being guides the machine or animal in order to demonstrate skill.

The aspect of professionalism has been considered. Although there is heavy professionalism of motor sports, this can be said of basketball, boxing and soccer, all of which are regulars on the Olympic calendar.

Specific auto events suggested are road racing, long distance rallies on the Monte Carlo format and hill climbs. In an open letter to the I.O.C., Graham W. Whitehead, president of British Leyland Motors Inc., said:

"Events such as the Monte Carlo Rally go through several countries with little regard for national boundaries. A forthcoming rally sponsored by a London daily newspaper will take competitors halfway around the world from Europe to Mexico. A list of the sport's best known figures, amateur and professional, is an international roll call. Argentina, Australia, Austria, Belgium, Canada, East Africa, England, Finland, France, Germany, Ireland, Italy, Mexico, New Zealand, Scotland, Spain, Sweden, Switzerland and the United States are only some of those represented.

"The cars themselves are lessons in international cooperation. Designers and stylists have come from the U.S., Australia, New Zealand and others. Cars are constructed in Japan, Sweden, France, Italy, Germany, England and the U.S.

"It is time that motor sport, one of the true international popular favorites, be recognized and included in the Olympic Games which have the advancement of international brotherhood and understanding as one of their goals."

TSOA urges all members to participate in this project by signing the enclosed petition and mailing it back to us for forwarding to the I.O.C.



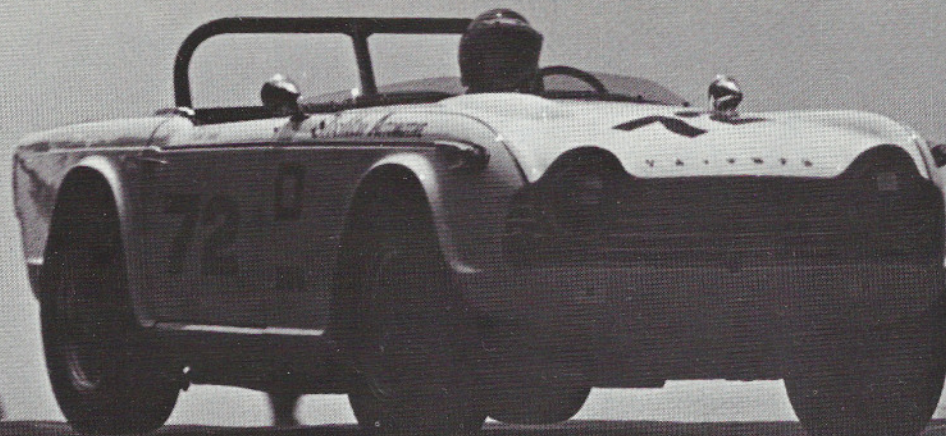
In years past, TSOA made available badges for the old Standard-Triumph Automobile Association. This organization has now been renamed the Triumph Automobile Association and has a new badge, shown here. The badge has a cast, chrome-plated back, with the lettering appearing in blue and the Leyland logo in black against a brushed-aluminum finish. Price of the new TAA badge is \$1.50. Order from TSOA, Leonia.

HERSHEY HILL CLIMB

Appalachian Sports Car Club hosts the last of the Pennsylvania Hillclimb Association's sanctioned hillclimbs each year. This was the 23rd Hershey Hillclimb and for the first time in the past three years, the sun made an appearance at the fall hill climb.

Ken Slagle won EP-II last year in his light blue TR-3, but the record was held by Henry Hemmen of Bloomsburg, Pa. Ken has been running the Northeast Division Nationals this year and finished in fifth place. Ken rebuilt his car for the Daytona A.R.R.C. and came to Hershey to lower the record. He made three of the finest runs in his racing career as he continued to lower the record in each of his three runs. One of the trickiest parts of the Hershey Hillclimb is a slight

Continued on Page 2



Keith Kendig became the Class D record-breaker at the 23rd Annual Hershey Hillclimb, held October 25-26. Driving his ex-Bob Tullius TR-4A, Keith made the .8 mile climb in 52.1 seconds, beating the old mark by 2.6 sec. Here he is, cresting the final rise against the afternoon sun. Note how high the car appears as the suspension rises.

HERSHEY HILL CLIMB

Continued from Page 1

right hand turn with a bump where your apex should be. This is a fast (5500 RPM) third gear corner, and if things don't go right you end up in the trees. One spectator said, "I have a TR-3, but it surely doesn't handle like that one and that Slagle must not know how fast he is going or he wouldn't be out on that hill."

Hershey is run in two days because of the unusually large entry. The 23rd running was up to par as 218 entries came to Hershey. On Saturday they ran four Touring Classes: H Prod., G Prod., F Prod., and E Prod. II. E Prod. II is a class made up of all Triumphs because of the large amount of TR-2's and 3's that run P.H.A.

When the dust had settled on Saturday, Ken had the fastest time of the day and lowered the class record over two seconds. This is great, considering that the hill is .8 of a mile long. Many of the A Prod. and B Prod. cars are still wondering why they can't beat a TR-3.

Sunday's running also started clear and warm and stayed that way all day. Anybody glancing over the entry knew Sunday had to be great because A Sedan had Jim Dantzer, last year's P.H.A. winner, in Hal Keck's 427 Cobra. A Prod. had six big Corvettes, B Prod. had three 289 Cobras, four Shelby GT-350's, and eleven 327 Corvettes. C Prod. had a Porsche 911, Sunbeam Tiger, Porsche Carrera and Lotus Elan. D Prod. had four Healeys, five TR-4's, a Lotus Super 7, a Datsun, and a TR-4A. The Sports Racing (Modified) classes also ran on Sunday and included Kurt Stoeckel's Cooper Chev. and Jack Strouse's Cobra among some other very fast cars.

The highly competitive atmosphere of the day was set at 8:30 when a TR-4 rolled on the touring run of the hill. It was obvious this would be one of the most exciting hillclimbs ever run at Hershey. Not only were records broken, but many, many fenders, wheels, etc. were broken as well.

Clearly one of the best prepared and nicest looking cars of the weekend had to be Keith Kendig's TR-4A. This is a former Bob Tullius Group 44 car and currently is being prepared by Dick Stockton. The car turned the third fastest lap at the recent Reading Road Races and to date had all the P.H.A. D Prod. hillclimb records except Hershey and Topton.

Keith is constantly cleaning his mag wheels and has quite a few people believing the car goes faster if the wheels are clean and super shiny.

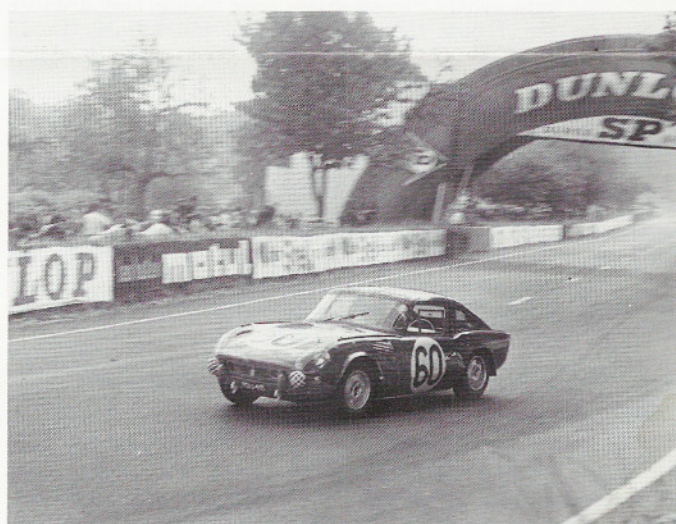
It was evident that Kendig wanted the Hershey D Prod. record since he surpassed the old record by over a second on his first run.

As the day went on, the spectators continued to come and approximately 5,000 people saw the event. Kendig's third and fastest run was a 52.1, lowering the old record by 2.6 seconds. This was only 1.4 seconds slower than fastest time of the day set by John Glick in a 327 Corvette. John can't understand why a Triumph can go that fast. As it turned out, Kendig and Slagle beat all the A Sedans, A Prod. cars, 13 of the 17 B Prod. cars, all of the C Prod. cars and all except two of the Sports Racing cars. Kendig was eighth fastest time of the day and Slagle was tenth.

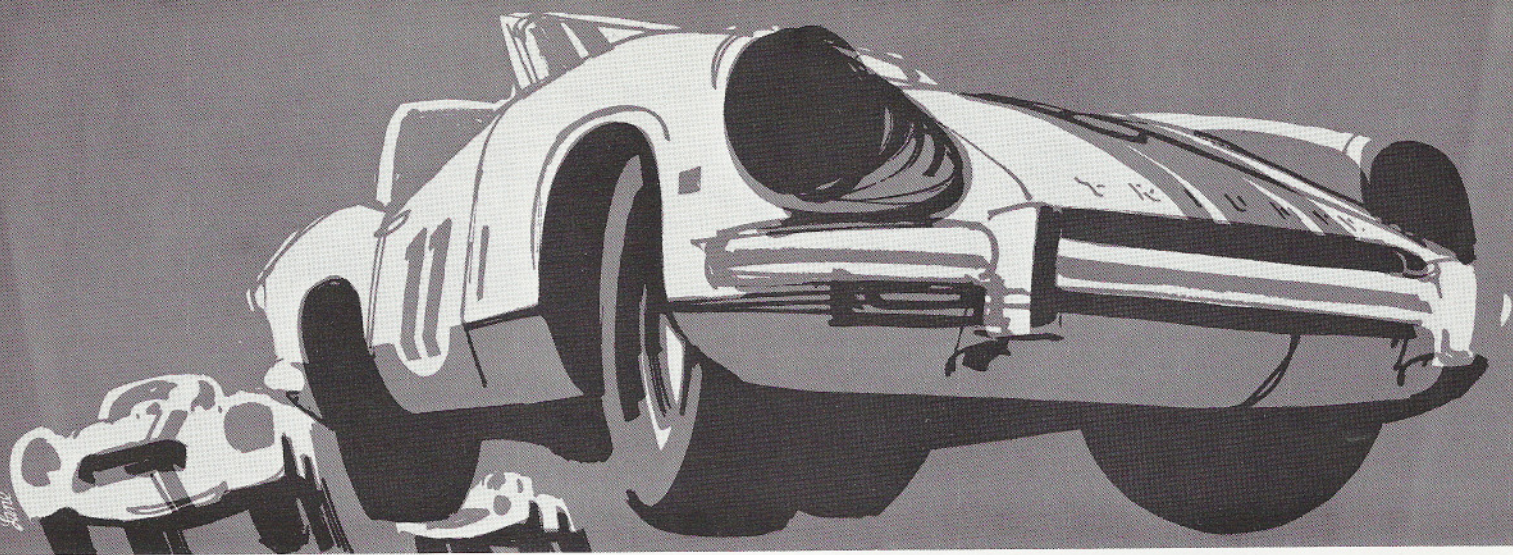
Surely those of you who made the Hershey Hillclimb will be back again. If you haven't made it, do it!

Budding race drivers take note — both Keith's and Ken's cars are for sale. Information can be obtained through TSOA.

THEN



In 1965, a team of Le Mans Spitfires competed in the famous 24-hour event, finishing first and second in class. This "special" body which was used in both racing and rally events, later took on a more refined shape and appeared on the production GT-6, an equally raceable machine.



For the past three years, the American Road Race of Champions has been sponsored by the Newspaper Enterprise Association, primarily through the efforts of New York Managing Editor, Bob Cochran. Bob's column, "Wheeling It," appears in hundreds of newspapers in the U. S. This year, the official poster uses a Spitfire Mk 3 as shown above. Thanks, NEA!

TRIUMPHS CAPTURE EIGHT FIRSTS AS RACING SEASON ENDS

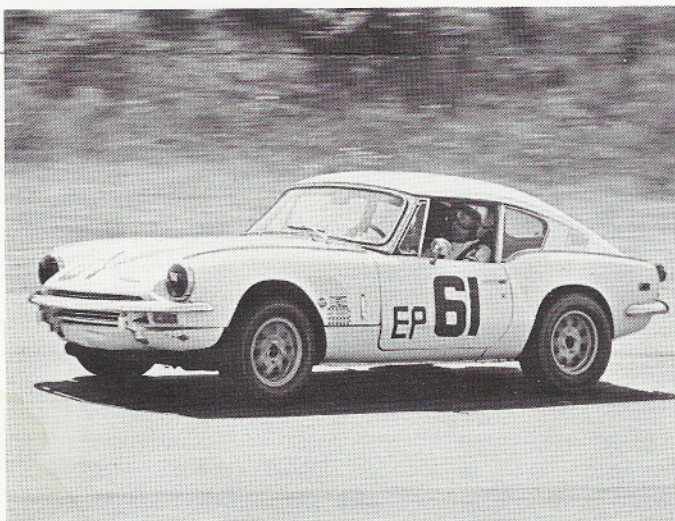
At three widely scattered road racing courses throughout the United States Triumph sports cars captured impressive victories in C, D, E, and F Production national championship points races.

WARBONNET, OKLAHOMA

An E Production GT-6 Plus Triumph driven by Dave Dooley of Oklahoma City, Okla., did in the competition to take a first in class and third overall in the combined D, E, and F Production national contest.

Dooley took the lead from the start and pulled away from the second place finishing Porsche Speedster driven by Larry Myers of Denver, Colo. At the drop of the checkered flag, Dooley flashed across the finish line 45 seconds ahead of Myers with the TR-3 of Bill Boemler, St. Louis, Mo., finishing third.

NOW



The GT-6, with its smooth six-cylinder engine came on more like a luxury touring car than the snarly little racing car which preceded it. However, it didn't take long to modify, alter and improve it into a car which, in its latest form, has two Divisional Championships. Carl Swanson here.

In the Class D Production contest, Dennis Wilson of St. Louis, Mo., piloted his TR-4A to first in class and first overall finish. Wilson's win pushes him into second place in the final national points standings in the Midwest Division of the SCCA.

Jim Ray of College Station, Texas, drove his Spitfire Mk 3 to a second in Class F Production and captured the Southwest Divisional Championship in the process. This is Ray's first year of national competition.

POCONO, PENNSYLVANIA

Group 44 racing invaded Pocono International Raceway over the Oct. 11-12 weekend and left carrying four first place trophies. Leader of the team, Bob Tullius of Falls Church, Va., switched cars with teammate Brian Fuerstenau, also of Falls Church, and both won their respective Class D and C Production events.

Tullius, driving the TR-4A in D Production, held off a formidable challenge from the Datsun 2000 piloted by Bob Sharp of Wilton, Conn., to pull in the win while Fuerstenau took the wheel of the C Production TR-6 and sped to an easy victory.

John Kelly of Washington, D.C., piloted his Spitfire to a first in F Production after edging out the MG Midget of Jerry Truitt. Mike Downs of Falls Church, Va., also won the E Production race in the Group 44 GT-6 Plus.

"LOGIC"

It stands to reason that:

A word is worth .001 of a picture.

Shallow water runs loud.

One head is worse than two.

No loaves are worse than half a loaf.

A day in January, February, March, April, May, July, August, September, October, November and December is common.

A bird in the bush is worth half a bird in the hand.

Moss builds up on stationary rocks.

The quality of broth is inversely proportional to the number of cooks.

There are always half as many stories as there are sides.

If you go to bed late and get up late, you'll be sick, poor and stupid.

From TRUMP, W.T.S.O.A.



Miss Great Britain Chooses Spitfire

Wendy Anne George won nearly \$5,000.00 and many other prizes when she was chosen over 27 other beauties to become Miss Great Britain, 1969. Besides the title, the money prize and other benefits, Wendy was offered the car of her choice.

Daughter of an English "publican" (innkeeper to you), Wendy is a driving enthusiast and, naturally, picked a sports car, a 1969 Spitfire Mk 3. Some very useful additions to the prize list were the matched pieces of luggage which, we hope, will fit neatly into the trunk.

SO — YOU WANT TO RALLY!

from Triumph Tracker, Rochester TSOA, Lindsay Cooper

There are several tips which may help you, a beginning rallyist, finish your first rally. Afterwards, you are an old hand, you have enough experience, and you know more than the Rallymaster, so these tips will be no longer needed. HA!!

FIRST Preregister. Select a number between 10 and 15. This will keep you from being first out, so your mistakes will not be so apt to be noticed and brought up later. It will also prevent you from running last, so that if you get off course (yes, you) there will still be more cars behind you so that you can get a general idea of where the route is.

SECOND Get to the start early — at the beginning of tech. There are two reasons for this:

1. That brake light that really did work yesterday can be replaced in time.
2. You will have plenty of time to read the Generals.

READ THEM.

THIRD Read the Generals! Believe the Generals! If they say "Right" is a turn to the left, it is. Otherwise, next month, you will still be looking for checkpoint #1 — on this month's rally. The Generals are there to interpret the route instructions for you.

FOURTH Get the additions or corrections, if any. They will probably be at the registration car. If you don't see them, ASK.

FIFTH Get Gas. Just because you can drive all week on empty does not mean that you can drive all week-end on empty too.

SIXTH Be in the starting lineup 2 or 3 minutes early. This is not only courteous but it shows that you are not a dummy, and you know what you are doing.

SEVENTH Note your mileage at the start, or zero your trip odometer.

EIGHTH Get to the Official Mileage Point (O.M.P.) as quickly as possible. When you get there, note your mileage, figure out what difference there is between your mileage and the official mileage. Convert this to a percentage. This correction factor will hold true for the entire rally. Then, if you have any time left, read the route instructions and convert all mileages using the correction factor which you found.

NINTH Do not attempt to time at first. It does not help to be on time but off course. Drive 2 or 3 miles per hour over the rally's average speed, and you will be fairly close.

TENTH If you get off course: STOP. Note your mileage, retrace your steps to a point where you knew you were on course. Note your mileage. Subtract this mileage from your previously noted mileage. Double it, and this is the amount that you are off mileage on your odometer. This will have to be added to all noted mileages throughout the rest of the rally. Then start again down the route exercising extra care not to get off course again.

ELEVENTH At the end of the rally, pat yourself on the back for all of the tricks that you caught, and listen to the talk about all of the tricks that caught you. You can learn quite a bit from this.

This list will not turn you into a Pro overnight, but it should, I hope, prevent you from becoming too discouraged. One more thing — Have Fun!!

CLASSIFIED

ITEMS FOR SALE:

PARTS for TR-3 and 4. TR-3 engine less head and carbs \$50, top frame \$5, side curtains \$5 ea., complete heater \$10, adjustable steering wheel ass'y \$8, overdrive unit, needs rebuilding, as is \$20. Write for list. Mike Cook, 90 Seventh Avenue, Westwood, N. J. 07675.

1968 TR-250, yellow body, black top and interior, 32,000 open road miles, Lucas driving lights, rallye light and flexlight, center console, Koni front, wires and Michelin X reds, tonneau & boot, pushbutton AM radio. Car in excellent shape. Asking \$2,600 or a very good Morgan in trade. Allen Naille, 516 West Saginaw, Apt. 102, Lansing, Michigan 48933. Phone: 517-485-8510.

TR-4, endurance, rebuilt since Daytona 24-hour, 4:55 positraction, overdrive, F-Cam, Mags, Firestones, spares — most everything. Ready for Daytona/Sebring. John Debo, Box 341, Cape Canaveral, Fla. 32920. Phone: 305-783-6441.

1950 Riley Drophead Coupe. Can be easily restored, runs. \$600. A. B. Nix, 500 Skyland Drive, Columbia, S. C. 29210. Phone: 803-252-8809.

TSOA SUPERMARKET

OFFICIAL TRIUMPH JACKET

Brilliant blue water-repellent nylon poplin 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

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
British Leyland HIGH ROAD Magazine.....\$6.00/year
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.

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.

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