



TSSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



NEWSLETTER

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VENTURA GROUP COMPLETES MISSION

Last year, the Triumph Club of Ventura County ran a sharp divisional rally called the Mission Trail. In 1969, the event became a national, run in conjunction with the Cal Club Region, SCCA. Here is the group's philosophy about the event, quoted from the TCVC BLUE NOTE:

"A testing rally is our aim, with special emphasis on fairness to all contestants. Separation of the 'wheat from the chaff' will be done by gentle breezes (length of rally and number of checkpoints), not violent gusts (funny signs, arbitrary instructions or G.I. traps)."

TCVC and the Cal Club ran a good rally. Following is the official SCCA release with the results:

WESTPORT, Conn., September 22, 1969 — Featuring a setting only California can provide, the first Mission Trail National Rally was presented September 20-21 under the joint sponsorship of the California Sports Car Club Region of the Sports Car Club of America and the Triumph Club of Ventura County. The route of the 400 mile National Championship road rally carried the 32 competing teams from the start in quiet Ojai through palatial Montecito, past the Santa Barbara and Santa Ynez Missions via the oil lands and cattle ranches of Santa Barbara County, on through the rich farm lands of the Santa Maria Valley to the overnight stop at San Luis Obispo. The second day, the route took competitors from the beaches north of Morro Bay back to Ojai via the canyons and mountains and the Sierra Madre where the cars reached an altitude of over 5,000 feet.

Although competitors from as far away as Maryland took part, California dominated the results of the 21 scoring controls event. First overall (and Class A) went to the husband and wife team of Walt and Maxine Schmidt, from Northridge, Calif. who had a low score of 188 points. John and Judy Roache (Gardena, Calif.) took second with 404 points, just ahead of the third place team, locals Jim Miller (Ventura) and Robert Taylor (Ojai) with 441 points. Class B for cars with limited computing equipment went to two students, Stephen Resnick (Santa Monica) and Steve Steinhart (Sherman Oaks) with an error total of 1,120 points.

TR CONTINGENT READIES FOR ARRC

Nearly thirty Triumph drivers will be travelling to Daytona for the 1969 American Road Race of Champions on Thanksgiving weekend. With Triumph cars running in five different classes this year there was plenty of opportunity to demonstrate the competitive spirit of every model and, old and new, they did just that. Even the TR-3 continues a winner.

In the Northeast, the Group 44 racers lead the C, E, F and G Production categories. Bob Tullius stroked his way to the CP divisional crown. After a slow start, the GT-6+ carried Mike Downs to a championship. Bob Krokus elected to earn most of his points early in the season and took the trophy despite a string of DNF's late in the year. He was followed very closely by Irwin Lorincz in nearly every race. However, Irwin scored victories at Lime Rock and Bridgehampton to finish a strong second.

All you Triumph fans in the Central Division better start touting your favorite cars! Only one qualifier has emerged this year . . . Ron Letellier in a GT-6+. Ron made a late start but came on strong for second spot in the division.

Moving on to the Midwest Division we find John McComb qualified in C Production in a TR-6. John scored a first at Lake Afton and a second at Mid-America. In D Production, latest results showed Ron Oliver and Gene Strautman first

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Jim McCashin is new on the Southern Pacific racing scene. Here he leads a Lotus and two Porsches during a recent event.

Ron Miller photo

TR CONTINGENT READIES FOR ARRC

Continued from page 1

and second respectively, both in TR-4s. David Dooley brought his GT-6+ into second spot in EP and Bill Boemler slipped into third place by a couple of points with his TR-3. In G production, Gordon Smiley held a firm lead in his Spitfire.

Southern Pacific points standings have been tough and go all season with the exception of E production where Carl Swanson was obviously the man to beat right from the start. He locked up the divisional championship in August and Don McGaffee made it into the runner-up spot in another GT-6+. After an early season struggle, Lee Mueller emerged on top in F Production in his Spitfire Mk 3 and Jerry Barker had to settle for second. Terry Hall, in another Mk 3, was third. 1968 GP National Champion Don Devendorf swept the division, followed by John Soule and Paul Coffman, also in Mk 2 Spitfires. The cliff-hanger was C production where Jim Dittmore waged a season-long battle against mechanical problems and German cars, finally coming out with third spot in the most hotly contested Production class in the division.

Northern Pacific standings have just arrived as this is being written and Gary Blodgett has second spot in D Production as does John Howard in an F Production Spitfire. Both Marshall Meyer and John Toran were contenders in GP, but missed qualifying.

The Southwest and Central divisions have not yet sent final results. Southwest points standings show Bill Bagby first in EP. Bill began the season in his faithful TR-3 but later switched to an Alfa. The Spitfires showed well in Southwest with Jim Ray leading FP and Tom Waugh and Costa Dunias one-two in GP.

Arriving at Daytona, competitors will find a 16-race schedule lined up, preceded by three days of practice and qualifying. All races will be thirty minutes. Up to 400 drivers from all over the country will participate in the ARRC which is sponsored by the Newspaper Enterprise Association and Nine Flags International.

Triumph ARRC competitors will be hearing from the Competition Department about biographical information and we hope you will help us by sending it in. There will be some special arrangements at Daytona to make your stay more enjoyable and an opportunity to get together with fellow competitors and Triumph executives as well.

STEEL CITIES NATIONAL

John Kelly was the big winner at Warren, Ohio last weekend. This made John the second Group 44 divisional champion for the year with a perfect score of 54 points. He qualified in the middle of the first row with Jerry Truitt and Bob Sharp both wanting to keep him from the win, especially Truitt who would have been champion if he had won. John had a good start but had Truitt to contend with at every turn for ten laps until the torrid pace caused the Midget engine to give up. Sharp's engine lost its edge at about the same time and he was never in contention after that.

Brian Fuerstenau had the toughest luck of the year crashing the GT-6+ at Saturday's practice. On his fourth lap the hit oil dropped by another car and lost control of the racer, rolling it several times. Very little of the car was salvageable but Brian came through without a scratch. In addition to a roll bar, helmet, full safety harness and fire proof suit, Group 44 had also installed a fuel bladder to keep down the threat of fire.

After that harrowing experience, Brian jumped into the TR-6 for the next practice session. On Sunday, he finished in first place after starting in the rear of the pack. This win, and the Elkhart Lake win gave Brian enough points for third place in Northeast Division C Production.

Mike Downs decided that he should drive the TR-4A because it had been a few weeks since he had raced. Mike had never been in the D Production Triumph but drove a very careful race to finish second behind Bob Sharp.



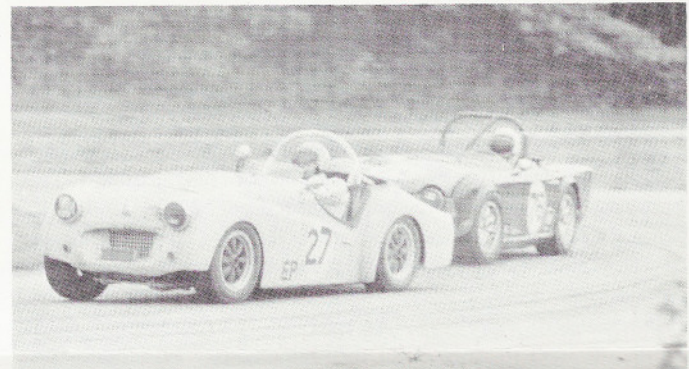
Marshall Meyer, Livermore, California, ends his GP effort in the smoke and rubble of a blown engine. Incredible shot of blow-up in action was taken at Sears Point.

Ron Miller photo



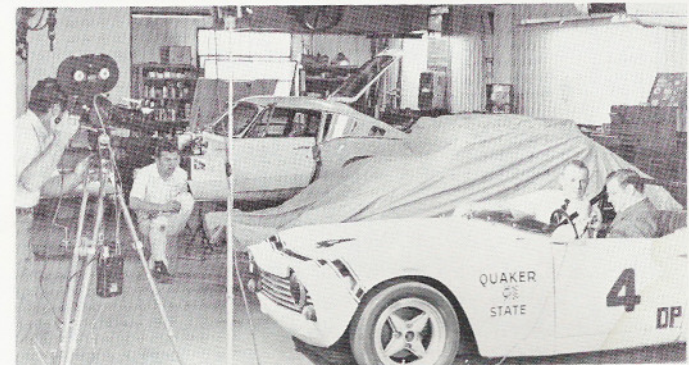
Marlboro was the scene of hot contest between Mike Downs and George Erdley in the Porsche. Downs drove well in a car built in just four days, following a crash at Warren, Ohio. Nerfing by Erdley earned him a disqualification and gave 2nd spot to Mike.

Jim Schwitz photo



Also at Marlboro in the EP-DP race, Ken Slagle made a fourth and had an enjoyable dice with Chip Whittier's TR-4. They are shown here in Cappy's corner.

Jim Schwitz photo



Bob Tullius being interviewed by Len Hathaway, sports commentator for WMAL, Washington, prior to Marlboro national. Mike Downs seems a little puzzled by the whole operation.

Bob Hines photo

MARLBORO NATIONAL

Bob Tullius and Bruce Jennings, who have been rivals for almost nine years in sports car racing at Marlboro, had their usual battle. Bob took the TR-6 around Bruce's Porsche, built up a 10-second lead at the mid point and maintained it for the full 30 minutes in C Production.

John Kelly finished 48.2 seconds in front of Jerry Truitt in his Spitfire Mark III. During the same race, Bob Krokus in the G Production Spitfire Mark II had a real battle with Joe Hauser. Krokus and Hauser swapped the lead several times but the race was decided quickly when Krokus' car caught fire going down the straight. Bob spun in his own burning gasoline but got out of the car with just singed eyelashes.

Brian Fuerstenau, who calls Marlboro his favorite track, proved it again by winning D Production. This win assured Brian a second place in the Northeast Division and an invitation to the American Road Race of Champions.

Mike Downs took second place in an untried car in E Production. After losing the GT-6+ last weekend, Group 44 felt that they could build a new car in just four days before the Marlboro race. This feat was accomplished but it left no time for testing the car and practice on Saturday was in the wet. Consequently, handling characteristics were difficult to determine and Mike did a very good driving job, battling the whole race with Porsche driver, Jack Raybold, and finishing just seconds behind him.

MID-AMERICA NATIONAL

Two expertly prepared C Production Triumph TR-6s, driven by Jim Dittmore of Palos Verdes Peninsula, Calif. and John McComb of Hutchinson, Kans., sped to a one-two finish at the Gateway Grand Prix, Sunday, Sept. 21.

More than 175 entries turned out for Sunday's nine national championship races which saw hot competition in all classes. Dittmore, who traveled from California for the race, took an early lead and lapped all the C Production cars except McComb's by the end of the 30-minute race.

A Roy Jones entered Triumph Spitfire Mk2 driven by Gordon Smiley of Kansas City, Mo. won in the G Production contest. In capturing the win, Smiley accumulated enough points to assure himself of a divisional championship and a starting berth at the American Road Race of Champions. Smiley also bettered the G Production lap record by two seconds, lowering the mark to 2 min. 18 sec.

DOWNS TAKES TWO

Late-season appearances by the Group 44 GT-6+ chewed up the competition at both Virginia International Raceway and Indianapolis Raceway Park. Mike took pole position, set a lap record and won both national events.

SUMMIT POINT INAUGURAL

A new sports car course has been established in West Virginia. Called Summit Point Speedway, it is a two-mile track, 30 feet wide, with a 3,500 foot straight. The first SCCA Regional was held there on October 4-5. The DP winner was a TR-4, driven by Bill Ingrassia from Beltsville, Md. All you Northeast drivers had better pick up road maps. This course

will be the one to replace Marlboro which has been sold to a real estate developer.

DOOLEY SCORES DOUBLE

It was almost a perfect weekend for GT-6 driver Dave Dooley. He took a first in class at San Marcos, Texas on Saturday, August 30, and then drove 900 miles to Colorado. Sleep or no sleep, he was at Continental Divide Raceway on Labor Day and took second in E production.

LAST TWO RACES DECIDE SOPAC CP

Coming into the final Riverside National, Jim Dittmore was fourth in class in the Triumph Competition Department TR-6. After the race he was firmly in third having beaten Don Pike (Porsche) by a length on the last lap. Jim's lap time on the newly-revised Riverside course was down to 1:34.99. In the same weekend, Lee Mueller took a second in his Spitfire Mk 3 behind Bob Stockwell's similar car. Carl Swanson, already the EP champ, was leading Merle Brennan's MGB when he broke an axle and DNF'd.

The Southern Pacific final was the Arizona Border Region event at Phoenix International Raceway, Oct. 11-12. Swanson and Mueller both won but Dittmore, who had to beat Pike again in order to hold onto his third spot, had problems. After passing both Pike and Milt Minter in another Porsche, Jim brushed a stack of tires on a corner. No problem? These tires were filled with concrete and Jim had to make a hurried stop to straighten the right front suspension. As he re-entered the race, news came that Pike had DNF'd and Jim was assured of third place. Whew!

COMING EVENTS



The Triumph Owners Club of El Paso, Texas, will present the 5th Sun Carnival Slalom on December 28th in the Sun Bowl Parking Lot at the University of Texas at El Paso. This event is an official part of El Paso's annual Sun Carnival festivities and is fast becoming one of the most popular events for spectators as well as entrants.

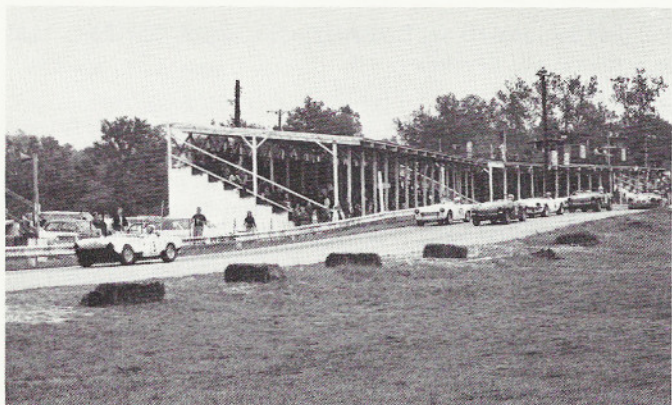
This is the largest slalom in the Southwest with a course length of approximately 2 miles and is the closest thing to road racing without actually being in one. The course consists of hills, reverse camber turns, long straights and challenging turns. Speeds will vary with cars, the big iron hitting 80 to 100 on the straights. Fee for the event is \$5.00.

Tech inspection will be held from 1 to 4 P.M. on Saturday, December 27th at Vic Thunberg Motors, 8949 Dyer Street and again from 9 till 1:30 on Sunday, December 28th at the Sun Bowl. First car will be flagged out at 12:00.

Trophy presentation will be at 8:30 P.M. at the Sheraton El Paso Motor Hotel, 4151 North Mesa and is a jacket and tie affair. Trophies will be presented by the Sun Queen. Trophies for all classes, team trophy and Dash plaques.

For further information contact Vic Thunberg Motors,

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Erwin Lorincz had it all his own way for about one-third of a lap at Marlboro. Having built this tremendous lead at the start, he spun in the esses and finally finished fourth.



Photogenic John Kelly took a checker lap after FP at Marlboro.



In the Marathon de la Route, organized by the Auto Club of Belgium, this TR-6 finished 3rd. Driver Barbara is shown taking a wet part of the Nurburgring course at speed.



There's always room for a shot like this. British film star Karen Young is shown with her GT-6 on location for a film.

COMING EVENTS

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8949 Dyer Street, El Paso, Texas 79904, (915) 755-5615 or Event Chairman, Larry Cole, 5706 Orlando Lane, El Paso, Texas 79924, (915) 751-0980 or Dave Adamson, 3188-B Hero Ave., Fort Bliss, Texas 79904, (915) 568-4849.

OCTOBER 31 —

TYEE TR Club Spooky V rally. 2½ hour TSD event starting from the Puget Power Bldg., Bellevue, Wash. Registration, 7:00 P.M. TYEE Triumph Club, Box 9054, Seattle, Wash. 98109.

NOVEMBER 9 —

Triumph Touring Club of Rochester monthly rally. Map rally starts from Panorama Plaza. Tech at 12:00 noon. Length approx. 70 miles. Call Don Howl, 275-9768.

CLASSIFIED

ITEMS FOR SALE:

1968 Triumph Spitfire MK 3. Has convertible and hard top, with radio and heater. Red with black interior. Asking \$1,600. In excellent condition. Mrs. Lynnda Stewart, 4601 Rayburn Drive, Camp Springs, Md. 20031.

N.E. Div. #27 EP TR-3B. All possible options including Mueller Aluminum flywheel; G-3; super head and headers; TR-4A gearbox with O. D. Many suspension goodies, 5½" mags with new R-6 Goodyears. Available following Daytona ARRC. Make offer to: Ken Slagle, 5007 Utah Avenue, Harrisburg, Pa. 17109. Tel: 717-545-8912.

Roger Chastain has for sale his SE Division winning MK II Spitfire. If you are interested in the car with many spares and trailer or any items individually, contact him at (305) 563-5988 daily or (305) 933-2140 nightly or write: Design Technology, Inc., 915 Middle River Drive, Fort Lauderdale, Florida 33304.

ITEMS WANTED:

Used MG Mitten type car cover for TR-3. Tom Auer, 8015 Agnes, Apt. 5, Detroit, Michigan 48214.

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, xl \$4.50
Local TSOA Club "Calling Cards" FREE
List of Triumph Dealers and Distributors FREE
Replacement TSOA Badge \$1.00
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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