



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

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OCTOBER-NOVEMBER, 1968

SPECIAL DOUBLE ISSUE

1969 NEW MODEL SECTION — ARRC QUALIFIERS



TRIUMPH GT-6+

High performance, superior handling, excellent brakes and bucket seated comfort for two in a hardtop fastback coupe — these are the qualities that distinguish the Grand Touring cars

(most of which cost \$9,000 or more). The newly introduced Triumph GT-6+ is a GT car to be reckoned with and carries a manufacturer's suggested price of only \$2,995 — less than any other six cylinder Grand Touring car.

The two-litre, 95 hp, six cylinder engine gives the GT-6+ hot performance with great smoothness and exceptional quiet at speed. An improved wishbone-design independent rear suspension simultaneously increases road adhesion while improving the car's ride. An all-synchro-

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49 TRIUMPH DRIVERS GET ARRC INVITES

In just a few days, the annual trek to the American Road Race of Champions will begin. 49 Triumph drivers qualified for invitations which went out from SCCA headquarters in October. All 49 will not be able to attend as only three in each class can attend from each Division. However, you can bet that those who can make it will be on the grid when the flag drops at Riverside International Raceway on the weekend of November 23-24.

TR's will be on hand to race in five different classes. Highest on the list will be the C Production TR-250's of Jim Dittmore and Bob Tullius. A clutch of TR-4's and 4A's will follow in class D. In E Production, for the first time since the ARRC began, there will be no TR-3 representation unless 5th qualifier, Bill Bagby, from the Southwest, makes it. Bob Krokus, perennial TR-3 winner from the Northeast, will have a GT-6 for Riverside, the same car campaigned on the West Coast by Carl Swanson. Early season problems held Carl to fifth spot in the Northern Pacific standings.

F Production has been a real Triumph scene for three drivers during 1968. Brian Fuerstenau, Group 44 crew chief and number two driver, brings a near perfect record to Riverside. Lee Mueller was a season-long star in the Southern Pacific Division and Dick Carabajal, having begun the season in a G class Spitfire, pulled out a second place in the Southwest Division to make it a triple threat

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1969 TRIUMPH SPITFIRE MARK 3

There is a certain eager responsiveness that means sports car to most driving enthusiasts. Small sports cars usually have it in greater measure than larger ones, and the Triumph Spitfire Mark 3 has

it to the highest degree. Racing Spitfires regularly win in their class — SCCA F-Production — but Spits are also

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Nils Sanborn, 3rd place GP qualifier from the Northeast, looks happy after finishing at Marlboro September National.

49 TRIUMPH DRIVERS GET ARRC INVITES

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in F. These Mk 3's are so fast that they have frequently shamed the E cars in combined races throughout the season.

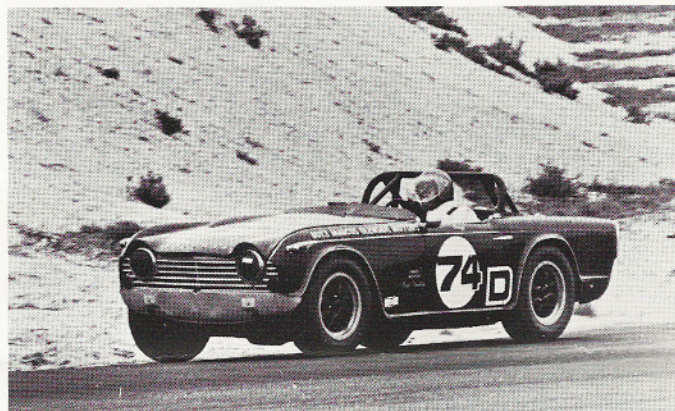
The largest group of invitees is the GP gang and the standout qualifier, going away, is Jerry Barker. A first-season driver, Jerry outran all the competition to gain the Southern Pacific Division championship. What makes this all the more remarkable is that he drove the same Spitfire in which his father, Ed, won the 1964 ARRC at Riverside. This five-year-old Mk 1 has almost as many racing miles as most street cars have at the same age and tremendous credit goes to Jerry and Ed for incredible preparation and driving.

We could go through the entire list of drivers and each one would deserve special mention. Some of the names have graced every list of ARRC qualifiers. Some are first-timers, some are past champs . . . all are top competitors. Whatever the outcome at Riverside, the TSOA offers congratulations to the 49 guys who have really made it on the race circuits. Here they are, by Division and class standing.

	Finishing Position
NORTHERN PACIFIC DIVISION	
CP JIM DITTEMORE	1st (Tie)
DP GARY BLODGETT	1st
L. J. ROCKIE	4th
JOE THOMAS	6th (Tie)
EP CARL SWANSON	5th
GP JACK SCOVILLE	1st
JOHN TORAN	3rd
JIM WILLIAMS	4th
FRANK CRANE	5th
GABE STEARNS	6th
CENTRAL DIVISION	
DP BRUCE PHILIPP	1st
LARRY BOCK	4th
GP RICHARD PENCE	1st (Tie)
SOUTHEAST DIVISION	
DP RICHARD STAPLES	2nd
GP BOB HOSKINS	3rd
GARY McKAY & WADE HOOD	4th (Tie)
MARION J. KING & JIM STARKE	6th (Tie)
MIDWEST DIVISION	
DP DICK KIBLING	1st
JIM BANDY	2nd
WILLIAM E. STRAUTMAN	3rd
ELDON HOWARD	5th
RON OLIVER	6th
GP MEL BOGUS	2nd
GORDON SMILEY	6th
NORTHEAST DIVISION	
CP BOB TULLIUS	1st (Tie)
DP BUZZ MARCUS	1st
JOHN KELLY	2nd
JIM TAYLOR	4th
EP BOB KROKUS	2nd
FP BRIAN FUERSTENAU	1st
GP MIKE DOWNS	1st (Tie)
NILS SANBORN	3rd
ERWIN LORINCZ	5th
SOUTHWEST DIVISION	
DP ROBERT STEWART	1st
EP BILL BAGBY	5th
FP RICHARD CARABAJAL	2nd
GP COSTA DUNIAS	1st
ROY HOPKINS	2nd
ELLIOTT MENDENHALL	3rd (Tie)
RICHARD CARABAJAL	6th (Tie)

SOUTHERN PACIFIC DIVISION

DP FRITZ WARREN	1st
DOUG BROWN	4th
DICK HUDGENS	6th (Tie)
FP LEE MUELLER	1st
GP JERRY BARKER	1st
DON McGAFFEE	2nd
DON DEVENDORFF	3rd
STEVE WILSON	5th



Buzz Marcus took the Northeast DP crown after a season-long see-saw with John Kelly, new Group 44 member.

ARRC SPONSORS ANNOUNCED

For the second year, SCCA's American Road Race of Champions will be sponsored by Nine Flags and the Newspaper Enterprise Association.

The Newspaper Enterprise Association is the country's largest news feature service with more than 750 daily newspaper clients. Nine Flags represents a line of grooming products for men distributed by the Colton Company of Boston, Mass.

The joint sponsorship of the event by NEA and Nine Flags was initiated last year when the face-to-face showdown between the best club racing drivers in the country was held at Daytona Beach, Fla.

The financial and promotional support by the two American companies is expected to make the fifth annual ARRC the strongest and best publicized in the series. Each of the winning championship amateur racers will receive a Nine Flags Trophy, sculptured figures of a race starter flashing the checkered flag. New this year will be Nine Flags trophies for second place, miniatures of the coveted sculptured figures. Nine Flags will also supply third-place trophies this year in the form of walnut-and-metal plaques.

Triumphs Win Up Hills, Down Hills, and Around Hills

UP HILL IN PENNSYLVANIA

Keith Kendig of Leola, Pennsylvania set a new course record, while scoring a D Production win in the 4th annual Rose Valley Hillclimb in Trout Run, Pennsylvania. Driving the ex-Group 44 TR-4A which is now race prepared by Dick Stockton, Kendig set a blistering pace up the one mile hill to beat Mike Boucher in a TR-4, who in turn beat the 3rd place Lotus by 1/10 of a second.

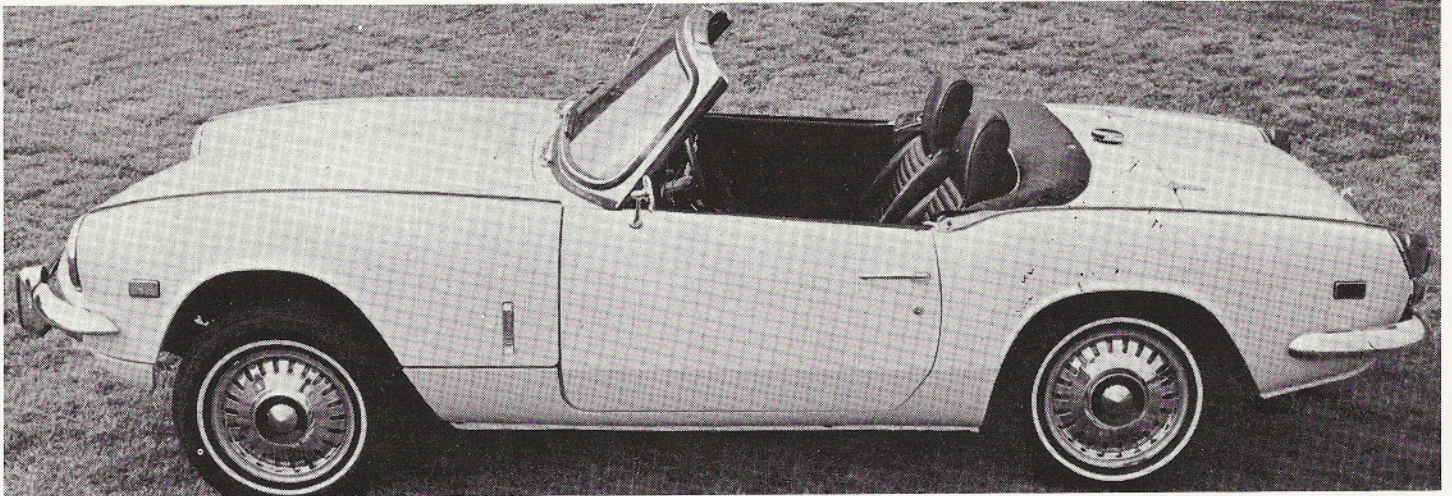
In E production, another hair splitting contest went on when Henry Hemen of Bloomsburg, Pennsylvania driving a TR-3 won first in class by beating Ken Slagle of Harrisburg, Pennsylvania (also in a TR-3) by 5/1000 of a second.

DOWN HILL IN MISSOURI

Driving the Allen Imports Triumph TR-4A, Bruce Philipp

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1969 SPITFIRE MK 3



Sports Car Club of America Class F-Production racing wins nearly every time out, and exhilarating responsiveness coupled with an amazingly low price are the Spitfire 3 credentials. There are, after all, sports cars to dream about, and sports cars to own and drive. The Triumph Spitfire Mark 3 is one of the least expensive, most satisfying, and trouble-free of the ones to own and drive. On the street or in wheel-to-wheel competition, it's a winner.

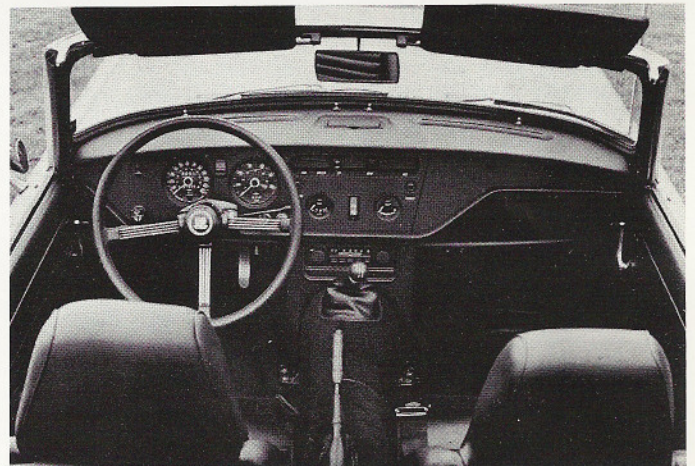
1969 TRIUMPH SPITFIRE MARK III

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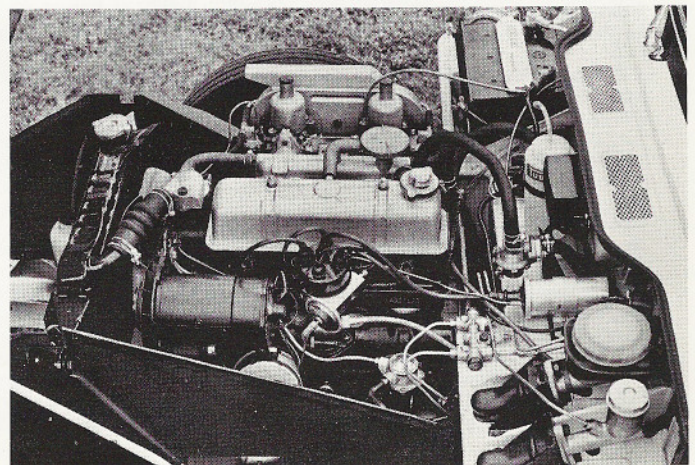
winners on the public highways where they slip effortlessly through traffic and cruise economically on trips. They cost little to buy and less to own.

For 1969, there are many improvements to the highly successful Mark 3 Spitfire. The new, deeply contoured bucket seats have backrests which adjust to the most comfortable angle, and integral head restraints to meet Federal safety requirements. The all-new matte-finished dash puts black-bezelled, rim-lit, aircraft type instruments directly in front of the driver. Two-speed wipers, high-impact laminated safety windshield, non-projecting rocker-type electrical switches, and heater and ventilation controls recessed in a center dash panel are among the new safety features. The padded, leather-covered steering wheel rim gives sure, non-slip control. Sports wheel covers and pencil stripe tires are now standard equipment.

At only \$2,295.00 suggested retail price, East Coast P.O.E., and approximately 28 mpg fuel economy, a Spitfire costs less to buy and own than most other cars with far less fun potential. Speaking of practicality, a Mk 3 will carry two people and their luggage in comfort. The Spitfire Mark 3 is one of the least expensive, most satisfying, and trouble-free of the small sports cars.



Matte-finished anti-dazzle dash features aircraft styling for quick easy comprehension at speed. Head-restraints are built into the seat backs which adjust for rake to increase driver and passenger comfort.



Full opening front assembly makes servicing the 68-hp four cylinder in-line engine especially easy. Twin S.U. carburetors, full emission controls, and increased cooling capacity are features.



POSTERS FOR MEMBERS

WILD DAGLO POSTERS, CIRCULAR STICKERS AND BUMPER STICKERS ARE FREE (FREE!) TO TR OWNERS. WRITE TO:

RICHARD SCULLIN
BRITISH LEYLAND MOTORS INC.
600 WILLOW TREE ROAD
LEONIA, N. J. 07605

FOR TRIUMPH LOVERS

Specifications: 1969 GT-6+

Body—Italian-designed, steel-bodied, fastback two-seater, two-door, front hinged with roll-up windows and draft-free quarter lights; counterbalanced rear access door with heated and tinted window. High impact safety laminated windshield; anti-burst locks; heavy duty bumpers, front and rear; magnetically self-sealing gas cap; seven baked enamel exterior colors.

Cockpit—New matte walnut-finish dash with black beveled rim-lit instruments. Separate speedometer, tachometer, water temperature and fuel gauges; warning lights for high beam, oil pressure, alternator (ignition), directional signals, four-way emergency flasher, and brake system. Dipping interior break-away rearview mirror. Padded swivelling sun visors with passenger side vanity. Two-speed windshield wipers, and washers. Four interior trim colors.

Impactoscopic steering column with leather covered steering wheel, and matching gear-shift knob.

Perforated Ambla-covered, contoured bucket seats with integral head restraints. Three-point safety harnesses.

Washable vinyl headliner, black. Moulded pile carpet throughout.

Padded center arm rest; parcel tray; large fully carpeted luggage deck with storage space for spare wheel, tools, and valuables underneath; extra storage space behind seats.

Combined interior and luggage space roof light with switch on dash and courtesy switches on all three doors.

Flow-through heating and ventilating system; fresh air vents at foot and face level.

Ancillary Standard Equipment—Mag-type wheel covers; twin windtone horns; spare wheel and tire; jack, lug wrench; back-up lights.

Engine—6 cylinder; 122 cu. in. 1998 cc, 95 hp @ 4700 rpm; 116.6 lbs./ft. torque @ 3400 rpm; 9.25 to 1 compression ratio; 2.94 in. 74.7 mm bore; 2.992 in. 76 mm stroke; premium fuel. High chrome-content cast iron cylinder block and cylinder head, aluminum alloy pistons, stellite-faced exhaust valves, hyposine camshaft, and full anti-smog equipment to meet federal and state requirements. Pressure lubrication with full-flow oil filter, dry-type air cleaners on twin Stromberg C/D side-draft, constant vacuum carburetors.

Electrical System—12 volt negative ground.

Drive Train—Four forward speed synchromeshed gear box. 8½ inch 21.5 cm, hydraulically operated diaphragm clutch. Hypoid final drive. (3.27 axle ratio)

Steering—Rack and pinion. ¼ turns lock-to-lock.

Suspension—Four-wheel independent with telescopic type dampers all around. Front: coil springs with wishbone and anti-roll bar. Rear: incorporates wishbones and transverse leaf spring located by flexibly mounted trailing radius rods.

Brakes—Dual circuit 9.7 inch 24.6 cm discs at front; 8 inch 20.3 cm drums at rear. 260 square inch, 1677.4 sq. cm swept area.

Frame—Double backbone of closed channel section with outriggers.

Dimensions—Wheelbase: 83 in. 211 cm. Track: 49 in. 124.5 cm front and rear. Ground Clearance: 4 in., 10.2 cm. Turning circle: 25 ft. 3 in., 7.7m. Length: 147 in. 3.7m. Width: 57 in. 1.4 m. Height: 47 in. 1.2 m. Curb weight: 1904 lbs., 865 kg. Tire size: Goodyear G800 155-13 radial ply with white pencil stripe. Wheels: steel disc 4½ J rim.

Optional Equipment—Laycock de Normanville overdrive (3.89 axle ratio) on top two gears; wire wheels; magnesium racing wheels; AM/FM or AM radio; roof rack; front and rear bumper guards.

Specifications: 1969 SPITFIRE MK-3

Body—Italian-designed, open two-seater sports car with easy-to-operate three-window vinyl top with safety-type header catches. Two front hinged doors with roll-up windows; anti-burst locks. High-impact safety laminated windshield. Large lockable trunk. Seven exterior colors. Heavy duty bumpers front and rear.

Cockpit—New matte finish anti-dazzle dash with black rimmed instruments directly in front of driver. Separate speedometer, tachometer, water temperature and fuel gauges, plus warning lights for high beam, oil pressure and generator (ignition), directional signals, and brake system. Break-away inside rear-view mirror. Sun visors with vanity mirror on passenger side. Two-speed windshield wipers, and washers. Impactoscopic steering column with leather-covered steering wheel.

New ambla-covered, individual, adjustable and reclining, contoured bucket seats, with integral head restraints. Seats are forward-tilting for easy access to carpeted luggage space behind and have self-locking quick-release catches. Under-dash parcel shelves.

Three interior trim colors.

New fresh air heater and defroster with two-speed blower.

Ancillary Standard Equipment—Twin windtone horns. Back-up lights. Spare wheel and tire. Jack, lug wrench.

Engine—4 cylinder; 79.2 cu. in. (1296 cc); 68 hp @ 5500 rpm; 73.3 lbs./ft. torque @ 3000 rpm; 8.5 to 1 compression ratio; 2.9 in. (73.7 mm) bore; 2.992 in. (76 mm) stroke; premium fuel. High-chrome content cast iron cylinder block and head; aluminum solid-skirt pistons; stellite-faced exhaust valves; and full anti-smog equipment to meet federal and state requirements. Pressure lubrication with full-flow oil filter, dry-type air cleaners on twin S.U. side draft constant vacuum carburetors.

Electrical System—12 volt negative ground.

Drive Train—Diaphragm 6½ inch, hydraulically controlled clutch; 4-forward speed transmission with synchromesh on 2nd, 3rd, and high; Laycock de Normanville overdrive on top two gears optional. Hypoid final drive gearing.

Steering—Rack and pinion. ¾ turns lock to lock.

Suspension—Four-wheel independent with telescopic dampers all around. Coil springs and anti-sway bar at front. Swing axles with transverse leaf spring and radius rods at rear. Needs lubrication only every 6,000 miles.

Brakes—Dual circuit, four-wheel hydraulic with 9-inch front discs and 7-inch rear drums; 205 sq. in. swept area.

Frame—Double backbone of closed channel section with outriggers.

Dimensions—Wheelbase: 83 in. Track: 49 in. (front), 48 in. (rear). Ground clearance: 5 in. Turning circle: 24 ft. Length: 147 in. Width: 57 in. Height: 47½ in. (top up), 44¼ in. (top down). Curb weight: 1,652 lbs. Tire size: 5.20 S-13, white pencil stripe.

Optional Equipment—Laycock de Normanville overdrive on top two gears; wire wheels; magnesium racing wheels; Triumph AM/FM radio; luggage rack, ski rack attachment, cigarette lighter; rubber floor mats; front and rear bumper guards.

For racing option list, write Triumph Competitions Department, British Leyland Motors Inc.
P.O. Box 1557, Gardena, California 90249.

REPORT FROM PHOENIX INTERNATIONAL RACEWAY

By R. W. KASTNER

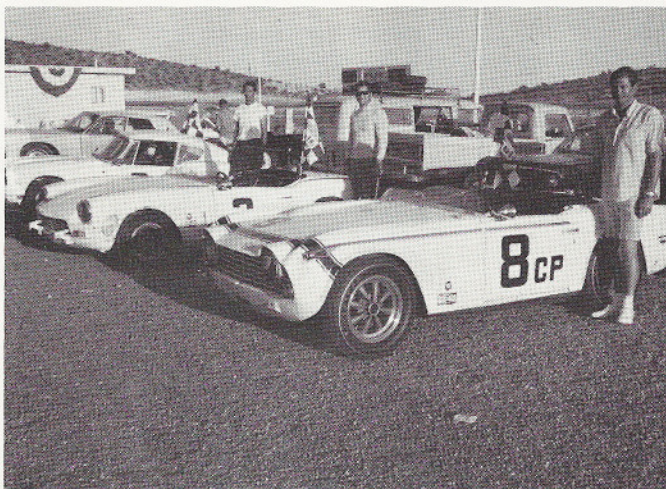
This event was the last national race on the West Coast for the year and a full field of top cars was present to possibly pick up a few more points for the American road race of champions at Riverside in November. In Class "C", this is how it went.

Present were the Datsun, Toyota and Triumph factory cars. The feeling was that this was the race to check out the cars against each other before the run-off race at Riverside. Scooter Patrick, just back from Le Mans, was in top form along with Dave Jordan for the Toyota 2000 G.T. team. Dan Parkinson and Jon Woodner were ready to offer their best in the 2000 Datsun and Jim Dittmore showed strong confidence when talking about his TR 250. Qualifying went off with Patrick getting the pole position on a time of 1:55.6 and Dittmore right behind with a 1:55.7. Jordan was next then Parkinson and the field. These lap times had put the "C" cars right up in the front of the A, B, C, D event, the front row being covered with two Cobras and a Corvette. Back a few rows was Fritz Warren in his TR4A as first qualifier in "D" production.

At the drop of the starter's flag the first four cars into the number one turn, a high speed banked corner, were the two Cobras and the Corvette with Dittmore in the 250 right behind and trying on the Corvette. Going into turn three the field stayed the same except that the front four cars were already pulling out on the balance of the field. Coming into the hairpin, two turns before the front straight by the pits Dittmore had fallen to fifth overall and first in Class "C" when another big Cobra blasted past on the straightaway. Jim was having none of this and out deeped the 427 Cobra and beat him well into the corner. The Cobra re-passed but then immediately and abruptly pulled into the pits with some problem. Dittmore then took up the chase of the bigger "A" and "B" cars and closed up on the third place Cobra and the Corvette. Three laps later Dittmore in the 250 dived under the big bore cars off the end of the straight and held the position on around into the banking. Jim's 250 was handling very well and he held off the big bangers long enough to get into the short tough turns where his ability and the agility of the Triumph could shine. He pulled out a half second per lap and insured his second overall position while of course pulling rapidly away from the Toyotas and Datsuns. At the finish of the 17 laps Jim was second overall, pulling away even faster than before from the balance of the field. Dittmore received his checkered flag as first in Class "C".

Fritz Warren in the "D" production Triumph TR4A pushed up into the field of bigger cars and was pulling out rapidly every lap when just before the last turn on the last lap, while holding a forty second lead in class, the distributor shorted causing a complete power failure. Fritz coasted around to the front straight and within a hundred yards of the finish line. He jumped out and started pushing the TR but was just short of the line when the second and third place "D" cars roared by to put Fritz Warren back to third place in class as the crowd in the grandstands came to their feet and cheered mightily.

The next race up was E and F production. During the first practice Carl Swanson took the G.T.6 out to check it for a driver new to this car. Bob Krokus from Washington, D.C. area and well known for his great drives in his beautiful TR3 was invited to try out the G.T.6 and run in the regional race which preceded the national races. Bob squirmed into the little coupe and went off for five laps, in which to learn a completely new car and course. Five laps isn't very much practice but was all that was allowed by the race officials. Bob hardly had a reasonable idea of which way the course turned but still qualified 7th on the grid. The pole was taken by an Alfa Duetto and at the flag the Alfa went into the lead never to be headed. Bob took it rather easy for the first lap as he was still sorting out the car and course. On the second lap he had taken 4 seconds off his lap time and did the same for each of the next two laps. This put Bob right up in the front runners and in fact third in Class "E" and third overall. In the short, 8-lap race Krokus was certainly to be congratulated for doing an admirable job on this tricky track in a car that was



Left to right, Carl Swanson, Lee Mueller and Jim Dittmore with checkered flags flying all were victorious in season's last National, at Phoenix, Arizona, early in October.

completely new to him. His only comment after the event was "Boy it sure goes."

Carl Swanson then took over the car for the National qualifying and put the G.T.6 third on the grid behind the two Alfa Duettoes of Bob Griffith and Ron Dykes. The factory Alfa team has been very successful in the West Coast, Midwest and Texas areas and their cars were beautifully prepared and driven. Fourth on this grid of fast E and F cars was Lee Mueller who had the previous weekend clinched the SOPAC divisional championship in the Mark 3 Spitfire. The next class "F" car was someways back and had not approached Mueller's hot lap time which was only tenths off the pole sitting Alfas and the G.T.6. When the starter dropped the green flag Swanson got a bite with the G.T.6 from his second row spot and went between the Alfas beating one of them to the first turn. Mueller had dropped right in behind Carl to take up the first

in class and third overall position. Dykes was next with the other factory, Alfa, then a space, and the rest of the field. Going into the third turn Swanson in the G.T.6 tried on the leading Alfa on the outside but could not hold the position so had to drop back and follow out of sight of the pits. Mueller was hanging right in close to Swanson with Dykes close to Mueller. Coming into sight off the long back straight Swanson had pulled alongside the Alfa of Griffith but there wasn't room before the next turn, a hairpin. Mueller was still right there as was Dykes in the second Alfa. At the end of lap two Swanson had passed the leading Alfa on the straight and gone into the lead never to be headed again. Mueller had over a ten second lead in class "F" and slowed slightly as did Dykes. Back in the pack Dick Carabajal had started last in another Spitfire Mark 3 as he had trouble during practice not qualifying for a grid position. Carabajal had moved up to tenth overall and second in class and was pressing on the 9th overall car. Then some minor fender banging ensued putting Dick off course once and well back in the field. Carabajal came on strong and pressed right up to third in class when a final shunt put him out of the running. Swanson by this time had a five second lead on the entire field and was pulling out slightly on every lap. Dykes had finally passed Mueller but had trouble making it stick and after another three laps Mueller was in front, pulling out slightly, and confirming his first in class and third overall position. Shortly after, Dykes was off course and Mueller was able to back off without any threat of being caught again. First overall Carl Swanson in the G.T.6 and Mueller third overall and first in class "F" in the Spitfire.

Earlier in the day the G and H production cars held the spotlight with Jerry Barker, Don Devendorf and Don McGaffee holding down the first three grid positions in their Spitfire Mark 2's. Barker had qualified fastest with McGaffee one tenth slower, then Devendorf only a couple tenths off the pace. At the flag Barker was into the lead with McGaffee right on his tail and Devendorf a short way back. In turn three McGaffee tried to pass Barker on the inside but ran out of racing room and shot off the course putting him to the rear of the field. Barker then pulled right away from the field and set a new lap record. The old record had been held by his father Ed in the same car. It was a real joy for Jerry as he came to the checkered flag. He had not only won the race but also the South Pacific divisional championship. McGaffee had picked up quite a few of the tail-enders in the race but then his engine began to misfire and he was forced to run considerably off the pace to the end. Don Devendorf finished in second position and at the same time qualified for third in the championship Barker had just won.* So it finishes up for the divisional championship with Barker, McGaffee and Devendorf as the entrants for the South Pacific division all in Spitfires.

*Another promising Spitfire pilot is Steve Wilson who finished third in GP in the race, fifth in the SOPAC Division contest.

1969 GT-6+



GT-6+ has more power, new rear suspension, raised bumpers, louvres in hood and front fenders, flow through ventilation, mag-type wheel covers, and an electrically heated rear window — all standard.

TRIUMPH GT-6+

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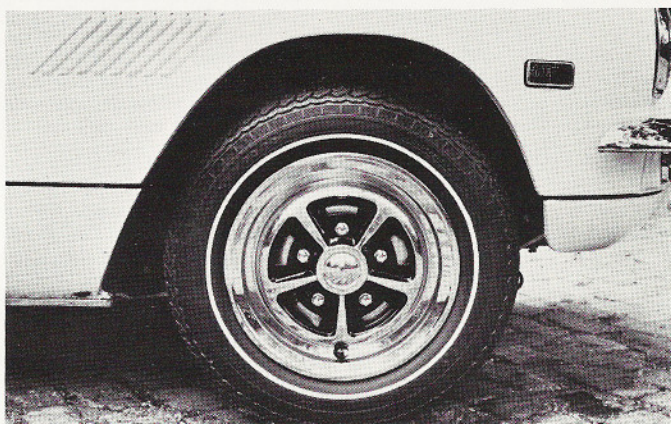
mesh, four-forward-speed transmission with optional over-drive matches power perfectly with engine and road speed. There are new, deeply contoured bucket seats with integral head restraints and a restyled dash with black-bezelled, rim-lit instruments directly in front of the driver in a matte walnut finished panel. Large, 9.7-inch front disc brakes teamed with 8-inch rear drums provide excellent stopping power. Highly responsive rack-and-pinion steering gear with "Impacto-Scopic" steering column and leather-rimmed, padded steering wheel and matching leather-covered shift knob combine elegance in the cockpit with sure control. The car has new flow-through ventilation.

The rear window is tinted for protection against glare and heat. Conversely, for defrosting, it is heated by a grid fused to the inner surface of the glass. The heating unit is controlled by a switch on the dash and has a warning light to make certain that it is not left on by mistake. The rear door is counterbalanced and rear deck affords 14.2 cubic feet of luggage space.

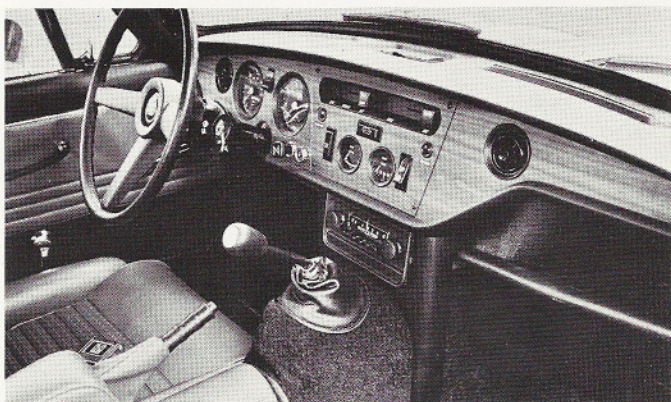
Its long racing heritage makes the GT-6+ a truly feisty performer. Early prototypes ran at Sebring and LeMans winning their classes by enduring for 12- and 24-hours respectively in the toughest racing going. Not only the car has to stand up in this kind of long-distance racing — the driver must be kept comfortable so he can perform at his best through long driving stints. The combination of mechanical toughness and comfort is what makes the GT-6+ a true grand touring car.



Deeply contoured, Ambla-covered bucket seats with integral head restraints adjust individually. Three point safty harnesses are standard.



Mag-type wheel covers have been included as standard equipment so that the GT-6+ need have no further wheel embellishment unless the owner would like optional wire wheels or the optional magnesium or aluminum road wheels.



Restyled GT-6+ cockpit features non-glare matte walnut finished dash; black-bezelled, rim-lit instruments; face and foot directed air vents for new flow-through ventilating system, leather covered steering wheel and matching shift knob.

UP HILLS, DOWN HILLS, AROUND HILLS

Continued from page 2

of Cedar Rapids, Iowa won 1st in D Production at the Mid-America Nationals in Wentzville, Missouri.

Facing fierce competition from championship points chasers throughout the Mid-West, Philipp bested the 2nd place Elva of Bill McKenic and the 3rd place Yenko Stinger of Jerry Thompson to continue his winning ways in scoring his third National win in a row.

AROUND HILLS IN CALIFORNIA

The challenging up and down hill turns of Riverside Raceway were of little concern to Fritz Warren and his TR-4A, as he won the Regional class D Production race, which was run as a curtain raiser to the professional Trans-Am Sedan Race on September 8th. Driving in the combined Group 7 sports racing and big bore production race, Warren of Newport Beach, California scored his 1st in class and an impressive 9th o.a. by beating a full field of Mustangs, Corvettes, Lotus' and Porsches.

Triumphs Score September Wins

Triumph racers were out in force September 21st and 22nd, as they racked up wins in Maryland, Ohio and California. Lee Mueller of Lynwood, California took the measure of the F Production field at the Cotati National Road Races, despite being in a first lap crash involving half a dozen cars. His Kas Kastner prepared Spitfire bore the marks of the scuffle, as he lost his pole position and dropped to the rear of the pack.

Charging up on the field, Mueller set a new lap record by covering the 5 turn, 2 mile airport course in 1:36.19. When the checkered flag fell, Mueller was three seconds ahead of the second place car. In the same race, Jerry Barker of Redondo Beach, California, whose Spitfire was involved in the first lap shindig, recovered and went on to win his class.

The Group 44 Triumph racing team, walked away with three class wins at the Marlboro Cup National Championships. In class C race, Tullius himself set the pace in his TR-250. Brian Fuerstenau captured F Production in a Spitfire to gain a solid grip on first place in the Northeastern Division points standings. Rounding out the Group 44 effort was Mike Downs who drove to a convincing win in G Production.

Steel Cities Raceway in Warren, Ohio also bore the marks of Triumph racers. Dick Pence of Fort Wayne, Indiana and Bill Partridge of Lafayette, Indiana both collected class wins, Partridge drove his WTP Auto Engineering prepared Triumph TR-4A in the class D Production event and Pence piloted a potent Spitfire to G Production victory.

Marcus Grabs Divisional Title In Triumph TR-4A

Buzz Marcus claimed the D Production Championship in the Northeast Division by winning his class at the Virginia International Raceway Nationals, September 29th. The Glenside, Pennsylvania Triumph dealer finished 10 seconds ahead of the second place D Production car and in front of all the C Sports Racing machines and B Sedans.

Nils Sanborn of Media, Pennsylvania proved his worth by winning the G Production contest in a Spitfire and setting a new lap record. Sanborn's win assured him of a bid to the Championship run-offs, to be held at Riverside in November.

Dittemore Pilots TR-250 To Class Win In Texas

The C Production field at Clear Springs, Texas got a taste of Triumph firewater as Jim Dittemore outdistanced the competition in his TR-250. The Redondo Beach, Calif. racer is now in first place in the Northern Pacific Division's C Production points standings. Don Devendorff of Los Angeles also added to Triumph's laurels, taking G Production honors in a Spitfire.

D.C. T.S.O.A. Autocross Champs



D.C. T.S.O.A. Autocross champs. L. to r., Dave Hudson, Drexel Williams, William Parran, Mark Estes (Alternate).

A three-car team, plus alternate, carrying the banner of the D.C. T.S.O.A. group, has sewn up the Washington area autocross championship after eleven events. For those who may pass this off be it known that these events are not your ordinary parking-lot gymkhana. Typical is the SCCA "Return to Marlboro", held at Marlboro Speedway, using portions of the oval, the pit road and the inner go-kart course. Any similarity between this and racing is no accident!

Car preparation is limited to suspension, tires and wheels. The team uses Kastner and Group 44 methods to set up their cars but stock engines are required . . . and much more reliable when the car is also a get-to-work-on-time vehicle.

Six Vice Presidents Named By British Leyland Motors

RIDGEFIELD, N. J.—Graham W. Whitehead, president of British Leyland Motors Incorporated, has announced the appointment of six vice presidents of the new company, which on October 1 took over the marketing of Austin, Jaguar, MG, Rover and Triumph cars in the United States.

The six are Chris Andrews, formerly, administrative head of Leyland Motor Corporation of North America; Edward J. McCauley who served as treasurer of Leyland Motor Corporation of North America; Michael Dale, previously sales manager of British Motor Holdings (U.S.A.) Inc.; Bruce McWilliams, former executive vice president of marketing of Leyland Motor Corporation of North America; Anthony Thompson, who was general sales and marketing manager of Jaguar Cars Inc.; and J. Graham Reid, former vice president-parts and service of British Motor Holdings (U.S.A.) Inc.

Mr. Andrews and Mr. McCauley also serve as directors of the new company.

British Leyland Motors Incorporated was established to take over the functions formerly handled by Leyland Motor Corporation of North America, British Motor Holdings (U.S.A.) Inc. and Jaguar Cars Inc. These companies, U. S. operations of British Leyland Motor Corporation Ltd., were consolidated as part of the policy throughout British Leyland of integrating overseas companies in the major markets of the world.

NEWS AND NOTES

How About A TR Club of Maine?

Those of you who drive Triumphs in the upper reaches of the Northeast are about to be organized. Brian Heaton-Jones, late of the New Jersey TR Club, wants to start a similar group in Maine. Write him at Pinehurst Estate, Whitefield, Maine, 04362. If you can't stand to wait, call 1-347-9352.

More Spitfire Helpful Hints and Tips:

From Gary Fisk of Lawndale, Calif., the information that a locking gas cap, part #600482 and key-lock hood latches, part #562116 are available for the Spitfire. These would also, presumably, fit the GT-6. Gary mounted an oil pressure gauge directly in front of him in the sheet-metal web that joins the steering column to the dashboard. Another point... a light application of vaseline to the tonneau cover zipper solved a very sticky problem.

Disc Brakes vs Winter:

If you drive your Triumph in an area where salt and other chemicals are spread heavily on the road in the winter, be certain to check brake lines and pipes for tight joints and corrosion. Every time you plant your size twelves heavily on the brake pedal, as much as 1,800 pounds per square inch force is applied throughout the hydraulic system and that calls for good maintenance!

Check the disc brake pads carefully as well. Under hard driving conditions they can wear quickly and new pads are a much more simple and inexpensive solution than grinding or replacing the discs.

Lime Rock Racing Threatened:

In a surprise move late in August, the Lime Rock Protective Association, long-time foes of racing at the Connecticut course, procured a court injunction against activities for the rest of the season. The injunction was obtained on the basis of an unusual Connecticut statute that makes it illegal for an unmuffled vehicle to be operated in the state. Theoretically, this applies to everything from cars down through tractors to lawn mowers and had, until August, been applied only to use on the public roads. Now, it has been extended to off-road vehicles as well, endangering racing throughout Connecticut.

Though he was able to get permission to run the Labor Day Pro Formula event, Lime Rock owner Jim Haynes was forced to cancel the rest of the season's schedule, muffled and unmuffled. He, and the owners of the other road and oval tracks in Connecticut, are now involved in a court struggle to change the interpretation of the statute. However, the problem is most acute at Lime Rock. Since the law can be applied only on local option, Lime Rock is the only track affected thus far and Haynes is carrying the major burden of the battle. Here is a quote from a recent letter:

At the moment, Lime Rock is alone in the fight to save this sport from the destructive efforts of a few people.

The appeal that we have filed with the supreme Court will not be heard until late Winter. It will come at a time when all of us are not thinking of the events of this Fall. Consequently, we must act now.

The courts are expensive as Lime Rock only too well knows. We have spent tens of thousands of dollars in fighting to date. This fight is now at a point when we need your help to just keep going. We don't need much; just a dollar or two from each of you will suffice.

Never in the 12 year history of the track have we ever requested charity but now the time has come when our entire sport is threatened. It would be a disgrace if we were to allow such a pitiful handful of people to ruin our track and our sport.

Thank you for your consideration and I hope to see you in '69.

**Sincerely yours
James E. Haynes
President
Lime Rock**

Send encouragement and contributions to:

James E. Haynes
Lime Rock Park
Lakeville, Conn.

CLASSIFIED

ITEMS FOR SALE:

TR-4, 1962, red. Pirelli Cinturatos, roll bar, fitted tonneau, wooden wheel, wooden shift knob, racing mirrors, Marchal lamps, Abarth exhaust, Konis, etc. Selling in deference to stork arrival. Closest offer to \$1000.00 takes it. Richard Hutnick, 33-25 81st St., Jackson Heights, N. Y., N. Y. 11372. 212-639-2288.

TR-4 DP. 3rd Central Division, 1967. 3rd TR qualifier 1967 ARRC. Fresh rebuild and paint. Comes with spares and trailer. Make offer. TR-3 and 4 parts, F cam, 5 1/2" steel wheels, 2 5/2" American Mags, 5:50-15 R-6 recaps, blocks, hubs, flywheels, etc. Make offer. Tom Varner, 1300 S. Adams, Rochester, Mich. 48063. 313-FE 2-3122.

TR-4 soft top and tonneau, used, good condition. \$10.00 each. Nicholas Sarle, Box 185, Lindsay, Ohio 43442.

TR-3 parts. Factory hardtop with hardware, manifold and carbs, complete rear end assembly incl. brakes, block, doors, radiator, etc. Make offer. Stewart W. Chastain, 95 Midcrest Way, San Francisco, Calif. 415-647-9244.

Five wire wheels and extensions for TR-4, \$50.00. Used Michelin tires, cheap. Spitfire tonneau \$15.00 or will trade for TR-4 tonneau. TR-4 steering wheel \$1.00. Bill Gregor, 253 N. Beacon, Brighton, Mass. 02135. 617-787-3859.

Pair new Armstrong front shocks for TR-3, \$10.00. Polished, cast aluminum valve cover for TR-3/4, \$15.00. Victor G. Barnes, 521 Maryland Pkwy., Las Vegas, Nev. 89101.

Side curtain, wire wheel and transmission rebuilding service. TR-3 and 4 parts. Richard E. Torres, 7301 W. 89th St., Overland Park, Kans. 66212. 913-NI 2-7437.

ITEMS WANTED:

Original TR-3 competition preparation booklet. Mark Swartz, 22 Tocci Path, Newton, Mass. 02159.

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

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.

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