



# TSOA NEWSLETTER

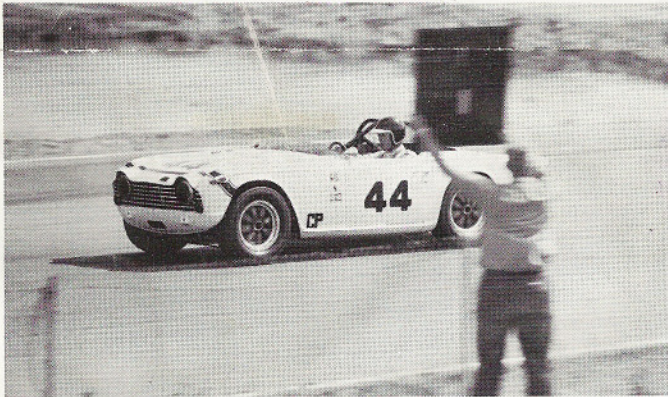
TRIUMPH SPORTS OWNERS ASSOCIATION

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## 1968 CHAMPIONS EMERGE



**Bob Tullius:** Certain of at least a tie for Northeast Division CP honors, Bob won easily at Bryar National, Labor Day.

Comes September first and all of a sudden there are very few races left. It's a time to count points, cross fingers and watch the tach like a hawk because a few extra RPM's in the wrong place could be disastrous. Only a tiny error could mean the difference between an invitation to the ARRC at Riverside and five dull November days at home.

Some fortunate Triumph racing types can forget these small worries. These are the drivers who have earned enough points to be certain of an ARRC invitation. For them there is only the **big** worry . . . "Will I be competitive at Riverside?" and the countless hours of preparation needed to make sure. Out of the smoke of the many National grids across the country have emerged the following people who seem certain to be Riverside-bound in November.

**Northeast Division:**

CP, Bob Tullius, TR-250. DP, John Kelly, TR-4A; Buzz Marcus, TR-4A. FP, Brian Fuerstenau, Spitfire Mk 3. GP, Mike Downs, Spitfire Mk 2; Nils Sanborn, Spitfire Mk 2.

**Central Division:**

DP, Larry Bock, TR-4A. GP, Richard Pence, Spitfire.

**Midwest Division:**

DP, Jim Bandy, TR-4; Dick Kibling, TR-4. GP, Mel Bogus, Spitfire.

**Southwest Division:**

DP, Bob Stewart, TR-4A. GP, Costa Dunias, Spitfire; Elliott Mendenhall, Spitfire.

**Northern Pacific Division:**

CP, Jim Dittmore, TR-250. DP, Gary Blodgett, TR-4. GP, Jack Scoville, Spitfire; Jim Williams, Spitfire; Frank Crane, Spitfire.



**Jim Dittmore:** Still in the thick of the Northern Pacific Division CP battle, Jim won at Lake Garnett (above) and Kent.

**Southern Pacific Division:**

DP, Fritz Warren, TR-4A. EP, Carl Swanson, GT-6. FP, Lee Mueller, Spitfire Mk 3; Dick Carbajal, Spitfire Mk 3. GP, Don McGaffee, Spitfire; Jerry Barker, Spitfire; Steve Wilson, Spitfire.

Those are your leaders, folks. Now, here's some recent race reports.

### *Bryar Competition Bows To Group 44 Triumphs*

Three classes at the Bryar, New Hampshire National Road Races fell to Bob Tullius and his Group 44 Triumph Racing Team, September 1st. Leading the Triumph Brigade was Tullius himself, easily out-running the C Production field in his TR-250.

Mike Downs of Falls Church, Virginia showed only his exhaust to the G Production class drivers as he piloted his Triumph Spitfire Mk II to the checkered flag. The F Production field had to be content to race for second place, as Brian Fuerstenau ran away from the pack in his Spitfire Mk III.

Tullius and Fuerstenau have both cinched at least a tie for the N.E. Divisional Championship.

### *Hillclimb No Sweat To Triumph Drivers*

Keith Kendig of Leola, Pennsylvania and Ken Slagle of Harrisburg, Pennsylvania, both took class honors at the 8th Annual Fleetwood Hillclimb at Fleetwood, Pennsylvania. Kendig drove a Triumph TR-4A to first place in the D Production class and Slagle aimed his TR-3 to the checkered flag in the E Production contest.

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## 1968 CHAMPIONS EMERGE

*Continued from page 1*

Finishing second to Kendig was Bob Auker of Berwick, Pennsylvania in a Triumph TR-4. Both of the class winners established new class records for the event.

### *Dittemore's TR-250 Defeats Rain Soaked Kent Field*

Even a record breaking downpour couldn't slow Jim Dittemore of Redondo Beach, as he drove his Kas Kastner prepared Triumph TR-250 to a first place finish in the C Production race at Kent, Washington. When the green flag fell, Jim quickly pulled away from the rest of the field from his front row spot and it became apparent that only mechanical difficulties would keep him from the checkered flag.

The Triumph ran without missing a beat, and came within seconds of lapping the second place car. The win puts Dittemore in the midst of the battle for first place in the National points standings in his division, the Northern Pacific Division.

Gary Blodgett of Portland, Oregon also mastered the Kent flood to score a win in the D Production portion of the C-D contest. Blodgett stormed through the deluge in his Triumph TR-4 to make it an all Triumph victory lap.

### *Tullius Tops Glen National In TR-250*

Bob Tullius, driving the incredibly fast TR-250, cinched a tie for the Northeast Divisional Championship with his sixth win in C Production at Watkins Glen, New York. Divisional Championships are determined by the best six races during the season, and Bob's six wins give him the maximum number of points possible. Although not counting towards the Divisional Championship, Bob has also scored three out-of-Division wins.

Another Triumph winner at Watkins Glen was Buzz Marcus in the Dick Stockton prepared TR-4. Buzzy, a longtime Triumph competitor and Triumph dealer from Glenside, Pennsylvania moved a giant step nearer cinching an invitation to the ARRC at Riverside with his win at the Glen. It was Buzzy's second straight win in the Triumph, having won at Nelson Ledges just two weeks before.

### *Triumph Engines for Sweden*

Most foreign car enthusiasts are familiar with the front-wheel-drive SAAB cars, imported from Sweden. A few months ago, SAAB announced a new car for 1969 to be called the 99. Of particular interest to Triumph fans is the engine which is built in Coventry by Standard-Triumph.

Technical innovations on the new powerplant include an overhead cam, aluminum head and five-main-bearing crankshaft. The head has a cross-flow design for efficient breathing.

In the SAAB application, the new engine is 1700 cc (105 cu. in.) and develops 87 BHP with one Zenith-Stromberg carburetor. Compression ratio is 9:1. The crank-case ventilation system is sealed and an electric cooling fan is used to avoid horsepower loss from the normal belt-driven installation. As a final note . . . for a lower hood line, the engine is inclined at a 45 degree angle which also eases accessibility to carburetor, distributor, fuel pump and filters.

Absolutely no plans have been announced for use of the slant-four in Triumph cars so you TSOA members will have to visit the competition's showroom next year if you want to take a look.

## Driver Profile

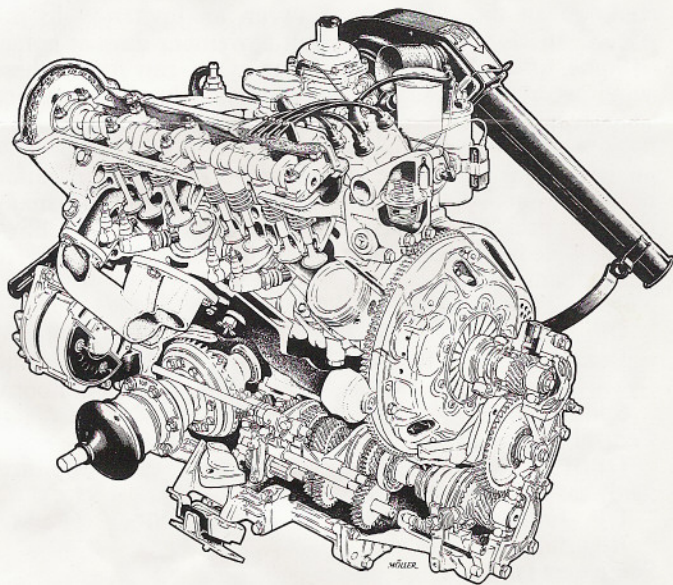


Bill Goddard registers grim determination prior to Area One Championship event at Bridgehampton. A half-hour or so later, it was first place and nine more points for the orange ace.

## BILL GODDARD

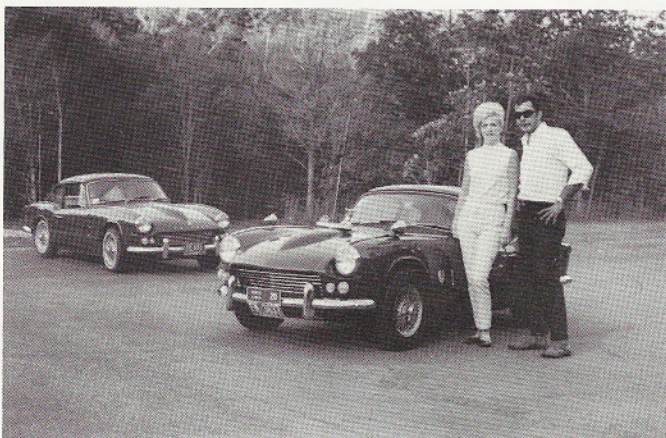
A veteran of just two racing seasons, Bill Goddard is beginning to enjoy winning ways, having picked off three first places in SCCA Area One events this summer. Bill hails from New Hampshire but now makes his home in Boston with his wife. Newly married, the Goddards only missed one race weekend, including the ceremony and the honeymoon.

Bill's home course is Bryar but he seems to be at home on the long tracks as well, having won convincingly at Bridgehampton. His lucky color is orange . . . car, stripes on driving suit, helmet, even dress slacks! Seems to pay off. If Bill's Spitfire looks faintly familiar, don't be surprised. Lurking under the brilliant paint is the ex Dick Gilmartin car. Old race cars never die . . . they just keep on winning.



Artist's rendering of 1700 cc slant-four Triumph engine as installed in SAAB 99. Note geared drive from clutch to transmission shaft (gears are housed in the sump) and stub axle for front-wheel drive protruding behind alternator.

## STOWE RALLY



William Brill and Mrs. Brill pose with their GT-6 after winning the Best Triumph award in the SCCV-Stowe Rally. Other GT belongs to SCCV member Joe Peake.

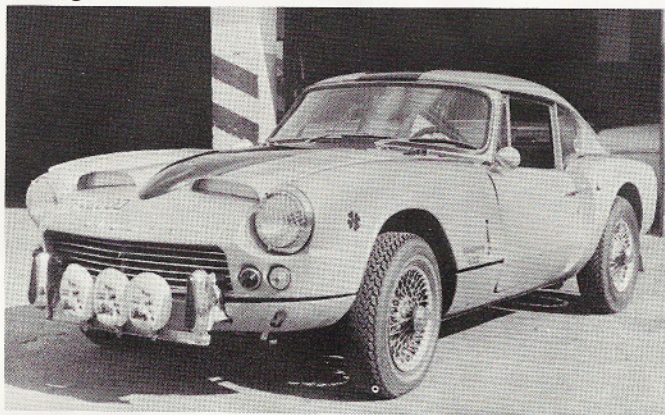
For several years, Triumph has presented a marque award to the highest-placed Triumph in the annual Sports Car Club of Vermont Stowe Rally. This year, the winners were Mr. and Mrs. William B. Brill of Owings Mills, Maryland. They have a GT-6 which was a show car and one of the first five imported into the U.S. 60,000 miles and it runs like a top.

### “HOT CANARY”

In the Canary Islands is a unique GT-6 enthusiastically owned and more than enthusiastically driven by Senor Rafael Montanez of Puerta de la Cruz de Tenerife.

Snr. Montanez found over the past two years that his much modified “Equipo Neptuno” Spitfire could not quite hold the opposition... (‘E’ types, Tigers, Cobras, Porsches, etc!) Hence the much modified “Equipo Neptuno” Triumph GT-6. He designed the suspension and bodywork modifications and had them embodied after a convenient “prang.” The rear track has been widened by four inches and the rear bodywork suitably modified. To balance the appearance the hood also received his expert attention.

Snr. Montanez then applied his mind to the engine-room. In went a hairy camshaft, topped by a 11:1 CR cylinder head with valves like umbrellas and, for good measure, triple double choke Weber carbs., oil cooler and alternator, etc. All this suspended on Armstrong adjustable shock absorbers makes for a pretty fancy outfit which should certainly not disgrace itself in its first competitive outing.



“Wide track” GT. Crouching in readiness is the modified GT-6 of Snr. Rafael Montanez of the Canary Islands. We’re not too sure of the esthetic value of the mods but it certainly looks potent.

It is interesting to note that the enthusiasm of Senor Montanez is quite infectious, as the Triumph distributors Matias Molina Hernandez in Tenerife confirm. They have sold 14 — yes, fourteen — Triumphs to the staff of the Hotel San Felipe, where Senor Montanez has his office. We feel we should wish Montanez and his “Equipo Neptuno” GT-6 lots of luck in his private prestige program.

## LOCAL CLUB NEWS

Wisconsin TSOA members recently conducted the fifth annual Children’s Rally and Picnic. 38 cars participated, with kids navigating and the event was termed a “SMASHING SUCCESS” in the normally restrained (?) WTSOA TRUMP. The next Wisconsin event will be the Witchway VIII, a great prelude to the Pumpkin Carving Contest. Details from WTSOA, Box 1694, Milwaukee, Wis. 53201.

## New Jersey Club Offers “Dracula’s Revenge”

Fiendishly conceived and gruesomely executed, the Dracula’s Revenge Rally will creep away from the Bowlero, route 3 and 46, Paterson, N. J. on Sat., Oct. 26 at 7 P.M. Straight TSD, equipped and unequipped awards. *Costumes required.* Ghouls will barn dance at the finish. Entries and info from Phil Morini, 500 West End Ave., New York, N. Y. 10024. (212) SU 7-6013 after 9 P.M.

## El Paso Group Sponsors Race

### Tocep Sponsors Carrera Chamizal

The Triumph Owners Club of El Paso, Texas, a branch of TSOA, will sponsor a road race October 5-6, 1968 in conjunction with the Juarez Chamber of Commerce. This will mark the finale of the nine-day Fiesta Chamizal which commemorates the first anniversary of the Chamizal land settlement between Mexico and the United States.

The race will be held near the Chamizal monument (cross the Cordova free bridge and turn right immediately past Mexican customs) and will be a tight 1.7 mile road course with ten turns. The course is completely enclosed by curbs and there will be ample sandbags and hay bales at dangerous points. A fire truck, ambulance, and several physicians will be in attendance and crowd control will be handled by the Juarez Army Garrison.

Tech inspection will be rigid under SCCA GCR’s with special emphasis on shoulder harness, roll bar, seat belt mountings, and helmets. Permanent flame-proof driving suits must be worn. The race is open to sports cars, formula cars, and sedans.

Saturday morning will consist of practice sessions; Saturday afternoon—qualifying races; Sunday morning—practice; Sunday afternoon will be the main races. Following the close of the last race there will be the Chamizal Invitational Race and trophies will be awarded immediately after the close of activities.

Race Headquarters will be the Camino Real Hotel at the new Pronaf Center of Juarez, Chihuahua, Mexico, where a hosted cocktail party for entrants and workers will be held on Saturday night.

There will be a large pit area with restroom facilities. Gas and air will be available nearby.

The \$20 entry fee per car will include life and accident insurance.

For additional information and entry blanks, call 915-755-5615 or write TOCEP, 8949 Dyer Street, El Paso, Texas 79904.

## TR-3 HINTS AND TIPS

We have been chided, gently, by one or two members about saying too much concerning late models. It's very true that one of the largest single groups of members in the TSOA still drives TR-3's and some of them feel neglected. Well, for your benefit and to remind us all of past glories, here's the TR-3 section from the new TSOA Handbook. Ah yes, Tenax fasteners, Dot fasteners, side curtains . . . those were the good old days . . . weren't they?

Although the last TR-3, the TR-3B, was a 1962 model, there are still a large number of these cars on the road and we feel strongly that their owners deserve to have their cars operating at top level in all departments. Many new TSOA members are the proud owners of used TR-3s and we offer these suggestions to help you enjoy your car. After all, the TR-3 is the basis of Triumph's reputation for sports cars and this tremendously durable two-seater will be with us for years to come.

1. The side curtains can be easily scratched when thrown carelessly in the trunk. Protect them with some old towels or in envelopes made of terry cloth.

2. When travelling, the side curtains need not take up luggage space. Leave them on with the top down and you will have open motoring with less wind buffeting and room for another suitcase.

3. The plastic grip on the hand brake may crack at the base if screwed too tightly. Don't twist it too hard.

4. Wrap the tools and jack in a piece of terry cloth or other soft material before strapping them in the spare tire compartment. Most rear rattles come from loose tools.

5. Don't overfill the battery. This is important on all cars but especially so on the TR as the battery well is over the passenger's feet. Fill until the water is just over the plates . . . that's enough.

6. The TR-3 heater can only be shut off by a valve located on the cylinder head. To avoid unwelcome cockpit heat, turn this off when warm weather starts.

7. Those who race will probably use an electric fuel pump with a coverplate bolted over the opening normally occupied by the mechanical pump. However, if you are running field trials or other events with a mechanical pump, watch out for oil pumping out around the fuel pump body. This is the result of a loosely fitted oil seal retainer and can be corrected by removing the pump and tapping with a ball pein hammer until the seal is firmly seated.

8. All TR-3's will run best with SM needles fitted.

9. Two most common rattles are from loose pins in the hood hinges and a bird-like squeak from the hood safety catch. Cure the hinge problem by center-punching the pin or replacing the hinge. Cure the squeak by inserting several thicknesses of tape or a brake cylinder cup in the U-shaped bracket into which the striker pin engages.

10. To avoid cracking the windshield, do *not* use it for a handle when getting in and out of the car. If you remove it for any reason, don't tighten the bolts or Dzus fasteners, when you re-install it. Put the top up *first*, then tighten the windscreen. This will give the screen proper alignment.

11. 5.90/6.00 x 15 tires, used as replacements, will not affect the speedometer reading.

12. TR-3 manuals, particularly early ones, call for single-weight oils to be changed according to season. Triumph now okays the use of 10W-30 or 10W-40 detergent oils for year-round operation. If your manual calls for engine oil to be used in the gearbox, disregard and use 80 or 90 weight hypoid rear end lubricant.

13. The Dot fasteners used at the sides and rear of the TR-3 top and tonneau are relatively rugged and easy to use. Simply lift at the side with the "dot". The Tenax fasteners used at the front of the top are something else. When attaching, place the female section (on the top) over the male peg and make sure it is firmly seated before pressing the button. Never apply the fastener simply by pushing the button as this will damage the locking jaws. Remove only by pulling the button, never by pulling the base. Lubricate lightly with vaseline.

14. Many TR-3s were not equipped with air deflectors inside the grill and some may overheat because of this. These deflectors fill the gap between the inner fender and the radiator, channeling all the air flow through the radiator.

The factory deflectors supplied after 1959 were made of mill-board. This may have wrinkled or broken from age and you may want to replace with aluminum according to the following instructions.

First, remove the front bumper guards, the grill and the bumper guard support tubes. Cut two pieces of light aluminum sheet to the height of the inner grill opening and wide enough to reach from just beyond the bumper support tubes to the sides of the radiator core. Allow an extra inch in height and bend a mounting flange at the bottom of each deflector. The flange should face forward and be provided with three holes. Use sheet metal screws through these holes to mount the deflectors directly to the floor of the grill opening. When re-installing the support tubes, secure the outer edge of the deflector to the mount; make sure that the inner edge of the deflector is flush with the side of the radiator and the job is complete.

**Caution:** Overheating may be caused by improper point adjustment, bad timing, loose head bolts, too lean a mixture, sludge in ment, bad timing, loose head bolts, too lean a mixture, sludge in water in the radiator. Check these first if you have an overheating problem.

## TRIUMPH WHOLESALE SALES FOR JULY SECOND HIGHEST IN HISTORY OF TRIUMPH IN U.S.

Triumph July wholesale figures, at 2,366, were the highest for any July in history except for 1964, and 70% higher than last year, or 41% higher than the average July sale for the eleven previous years on record.

Triumph's July sales round out a best year-to-date since 1964. The January to July period is 44% up over the same period last year. With a sale of 12,298 cars so far this year, Triumph has racked up a 15% improvement over the average for the same period of the 11 preceding years on record.

Although these are wholesale sales figures, they reflect sales to the public equally well. Triumph, distributor, and dealer stocks are at an all time low, due to demand.

## CLASSIFIED

### ITEMS FOR SALE:

TR-4 tonneau cover, \$10.00. 4 wire wheels with Michelin tires plus splined extensions for mounting, \$100.00. Trunk cover, \$10.00. Instruments, \$5.00 ea. Transmission, \$50.00. W. A. Button, Chelsea, Vermont 05038. 802-685-4568. *Wendell*

TR-4 tonneau cover, used once, \$25.00. TR car cover by MG Mitten, \$15.00. Linda Vagasy, 155 Country Club Rd., Glendora, Calif. 91740. 213-963-1811.

Snow tires on rims for Spitfire or Herald. Goodyear Suburbanites, whitewalls, in excellent condition—only 4000 miles. \$35.00 firm. Michael Grishman, 226-42 Kingsbury Ave., Bayside, N. Y. 11364. 212-468-9069.

Camber compensator for Spitfire, still in box, brand-new, \$20.00 plus shipping. Gale Yanofsky, 226-17 Hillside Ave., Queens Village, N. Y. 11427.

TR-4/4A center console by Amco. Brand new, black vinyl, \$30.00 plus shipping. Brian Odell, 102 Old Oak Dr., Ballwin, Mo. 63011.

Complete overdrive unit for TR-4 including parts necessary to convert standard gearbox, \$100.00. Lucas T.A.C. electronic ignition system for any Lucas positive ground installation. Never used. Cost \$65.00, sell for \$35.00. Two 60-spoke TR-4A wire wheels with splined hubs and knock-offs, \$50.00 Dick Krueger, 320 235th Pl. SW, Bothell, Wash. 98011. 206-486-7998.

## 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, 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.*

EDITOR, MICHAEL L. COOK