



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

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AUGUST, 1967

## THE HILL CLIMB ANGLE

For some time, we've been sitting on a story about the 17th Hershey Hill Climb, last fall. Hill-climbers are frequently specialists and go after their particular enthusiasm with great fervor. Keith Kendig, Leola, Pa., a typical fanatic, also runs regular races and won the Cumberland Regional in May. He is the current Hershey DP record holder and the source of our story.

### 17th

#### HERSHEY HILL CLIMB

Hershey, Pa., is the home of the Hershey Bears hockey team, the Pennsylvania State Police Academy, the summer camp of the Philadelphia Eagles and who don't know about Hershey kisses! A beautiful town in the central part of the state, Hershey is also the home of two of the finest hill climbs held in the nation. Those events are sponsored by the Appalachian Sports Car Club which has done a remarkable job of making them stimulating for competitor and spectator.

The two Hershey events are part of the series of ten run each year by the Pennsylvania Hill Climb Association. Though the Association has a reputation for fast, safe runs, there are natural hazards on any hill climb course which would never be found on a road circuit. At Hershey, these include the many, many trees which line the .7-mile course less than ten feet from the edge of the road. A few are less than three feet from the apex of a corner! When we say safety, we refer to driver safety and technical inspection which is on a par with any SCCA National road race.

Any hill climb offers lots of action and a good number of bent fenders. This being the last event of the '66 season, a good entry was certain and the Appalachian club sweetened it with \$800.00 in prize money. Result . . . a 200-car field with 25 cars in DP alone.

The Triumph field in D Production was good, with TR-4's entered by Keith Kendig, Robert Auker, John Hugianier and Thomas Master. A 4A was entered by Norm Feldser. The battle was shaping up as a Kendig-Auker affair as both cars were very fast and Kendig had previously finished 2nd and 3rd at Hershey.

Length .7 mile

Hill Rises  
200 Feet

Overall Record  
53.0812 Sec.

A lone Spitfire, entered by Ray Heisey was on the line in GP but the F event was solid TR-3's. Sixteen of them were entered, all anxious to break Harry Schmalbach's long-standing record of 58.6130, set in 1964.

Four TR-3 drivers did break the record, Kay Smith of Morristown, N.J., led the way with a time of 57.695, followed by Bob Steel, Bill Long, and Henry Hemmen, all under the record by fractions of a second. Electronic timing gives accurate readings every time for all Hill Climb Association events, accounting for the four-decimal-place times quoted.

Ray Heisey's Spitfire finished 6th, a respectable showing against stiff competition. However, the DP event took top honors for close times. After the first run, Kendig led with 57.2, ahead of Auker by .1 second! The DP record, 56.0, set by the late Jim Ladd in an Austin-Healey, dated back to 1963 and was the oldest record on the hill. This was the day for new records as, on the second run, Kendig blasted up in 55.9, squeaking ahead of Auker who equalled the old mark. The nearest competitor was two seconds slower.

Though a relatively small percentage of SCCA members run hill climbs, those who do think it at least equals racing for thrills and satisfaction. For more information and a 1967 schedule, write to:

Appalachian Sports Car Club, Inc.  
P. O. Box 173, Harrisburg, Pennsylvania

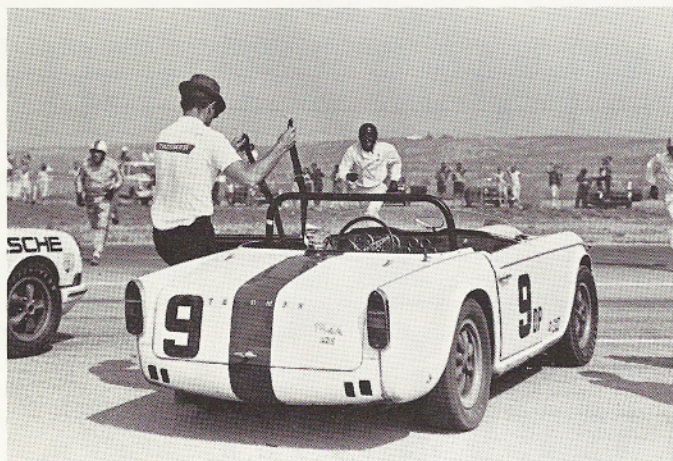


START

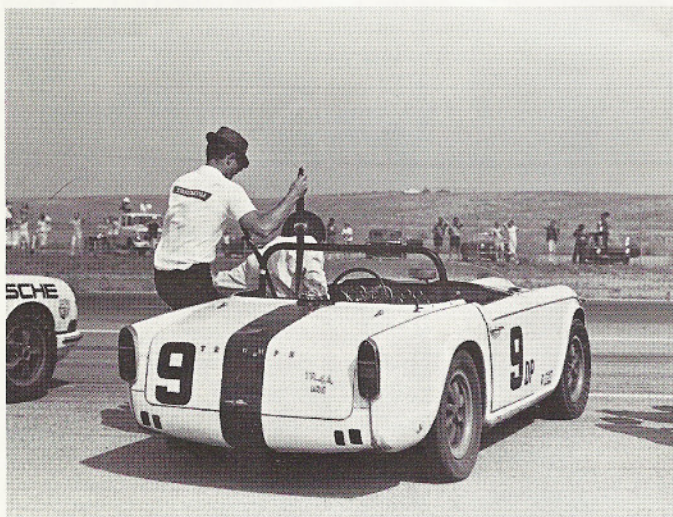
Keith Kendig bends it hard into a corner. Funny — looks like he's going down-hill.



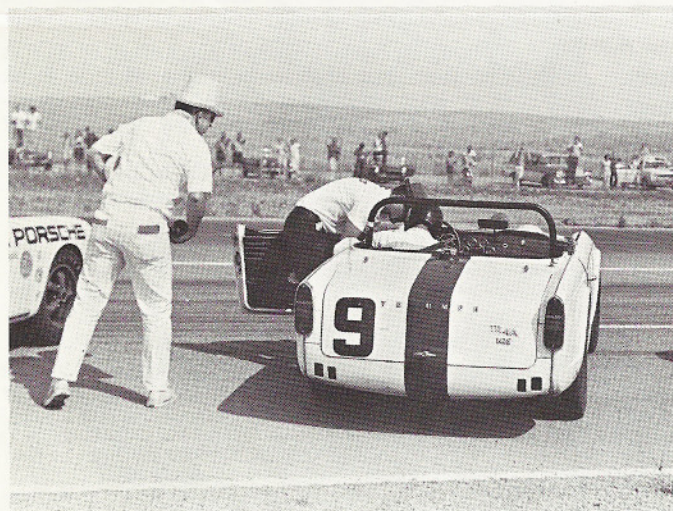
# LE MANS START (MOD FASHION)



Len Evans sprints for his TR-4A as Jim Coan holds the harness in readiness. That's Spitfire driver Ed Barker at left ... he co-drove the Porsche.



Len slips into the car. No engine could be started until the complete harness was in place to the satisfaction of an official Cal Club pit marshal.



Final buckling takes place as the marshal looks on. Note that Barker has not yet moved away. Only seconds were involved...spectators in background have not changed position.

How often you have read of the excitement and color attending the Le Mans start: the crowd is on its feet, the drivers tense in their stations across the track, the count-down begins, the flag falls and there is the dramatic silent sprint across the course, broken suddenly by the first crackle of exhaust.

According to the 1967 SCCA General Competition Regulations, the whole event would be stopped right then and there for one reason . . . how can you fasten your shoulder harness and still make a quick get-away? Bang goes the raw drama as umpteen drivers sit fuming and cursing and fiddling with buckles. Fortunately, before the recent endurance race at Riverside, the Cal Club Region had some foresight and the result is shown at left.

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As we go to press . . .  
 At Nelson Ledges Aug. 6  
 Bob Tullius 1st overall C & DP  
 Tony Adamowicz 2nd GP  
 Bob Krokus 2nd EP.

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## MORE ON RACING

*Adamowicz and his Triumph Spitfire win at Grattan, Michigan while TR-4A mounted Ray Pickering picks up the marbles at Independence, Kansas.*

For the second straight week Tony Adamowicz proved that his Triumph Spitfire was the car to beat as he outclassed a stellar field in the Grattan, Michigan National Championship Road Races. Adamowicz, of Falls Church, Virginia, made the 15 hour tow to the track seem very worthwhile. He defeated previously unbeaten Bill Koch in his 1275 Midget by a considerable margin and in doing so lowered the existing track record by almost three seconds. Koch is the reigning National Champion in Class H Production and has moved up to the larger car and class G for this year's campaign. As significant as the 1st in Class and 1st Overall, Adamowicz's lowering of the track record by three seconds stands as a notable accomplishment as the 2 mile circuit is indeed a challenging one.

While Adamowicz and the Triumph Spitfire were showing the Michigan racing fans how it is done, Ray Pickering of Lawrence, Kansas was giving a similar demonstration in his Triumph TR-4A in Kansas. Pickering scored a 1st in Class D Production and a 1st Overall in the combined D, E, F, and G Production race.

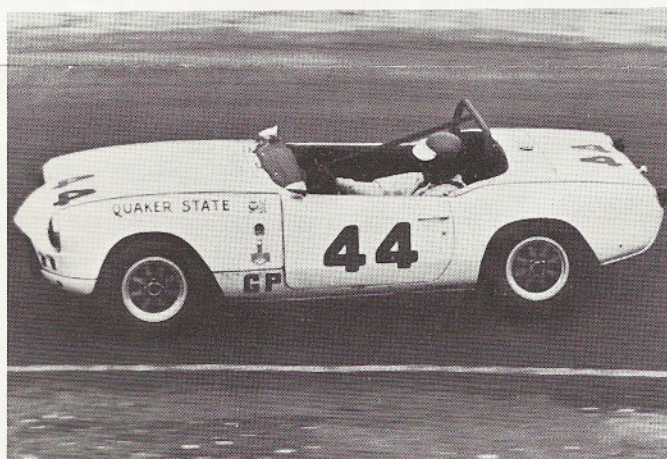
Ray, who is the defending Divisional Champ in his class, matched the Adamowicz lap record effort by shattering the Class DP mark at the Independence road course by an incredible 4.3 seconds considering the relatively short 2.5 mile length of the course. So swift was Pickering's Triumph TR-4A in its bid for the checkered flag that he was lapping the course about a 1/2 second faster than the big bore sedans.



## MORE ON RACING — *Continued*

Pickering's win over the field that included many larger engined Jaguars and Austin Healeys gave him another valuable nine points and a virtually insurmountable 22 point lead in his Divisional Championship standings. Ray's next competition will be the Nationals at Lake Afton in Wichita, Kansas.

Adamowicz's record in the Spitfire now stands at 3 wins, 2 seconds and a third, two of the three wins coming on the last two consecutive weekends, so it looks like Tony has found the winning combination. Watch for results from Nelson Ledges National and Watkins Glen both in August, and the Thompson event on Labor Day.



**TONY ADAMOWICZ CHARGES TO VICTORY IN HIS TRIUMPH SPITFIRE.** Adamowicz's victory at the Grattan Michigan Nationals was his second straight victory in as many weekends. The performance of the Spitfire was so outstanding that Tony was able to shatter the existing lap record for his class. The two consecutive victories established Tony and his Spitfire as the combination to beat in the eastern United States.

## LOCAL CLUB NEWS

Picnics are the thing with two of our local TSOA groups. Both the Delaware Valley and Wisconsin clubs plan outings for September 10th. This would be a great time for unaffiliated TSOA members to meet and get to know the members and fellow owners in these clubs. For Delaware Valley information, write:

Triumph Sports Car Club of Delaware Valley  
7504 Rising Sun Avenue  
Philadelphia, Pa. 19111

Wisconsin news from:

W.T.S.O.A.  
P. O. Box 1894  
Milwaukee 1, Wisconsin

You've missed the D.C. T.S.O.A. picnic but the next meeting will be held the 4th Thursday in August (that's their regular day) at the Guy Mason Recreation Center, Wisconsin and Calvert St., Washington, D.C. Be sure to come around.

Next event by the Triumph Sports Car Club of New Jersey will be "Toni's Summers End", starting from the Bowlero, Routes 46 and 3, Clifton, N.J., at 7:00 on August 29th. Details from Toni Wyckoff, rallymistress, 201-863-0329.

## MORE NEWS NEEDED

We are beginning to feel the pinch, these summer days, as far as news and photos are concerned. Some members have written to ask about more rally coverage, more general interest items, etc. Hopefully, we will be able to include more technical data and car care tips in future issues. However, for club and individual news, we depend on *you*. Send us your news and photos and we'll use whatever we can. Thanks!

## BADGES IN SHORT SUPPLY

We must apologize, especially to new members, for the delay in badge shipments. Our supplier has had production problems and we do not expect to be able to make any badge shipments until late September.

## SERVICE TIPS OF THE MONTH

### SOFT TOP AND TONNEAU SNAPS

Complaints have been received from time to time of difficulty in using the press studs that form part of the attachments of tonneau covers and soft tops. The complaint is related to the amount of effort required to get these snaps to properly engage.

This condition can readily be rectified by a light application of a lubricant to the part of the snap that is attached to the body of the car. A lubricant such as that used for door locks and catch plates or even plain vaseline will be found to make a remarkable difference to the use of these snaps.

It is recommended that this action be taken as not only will it facilitate the attachment of snaps, but it will help avoid any deterioration due to climate conditions.

### IDLE ADJUSTMENTS — TWIN CARBS

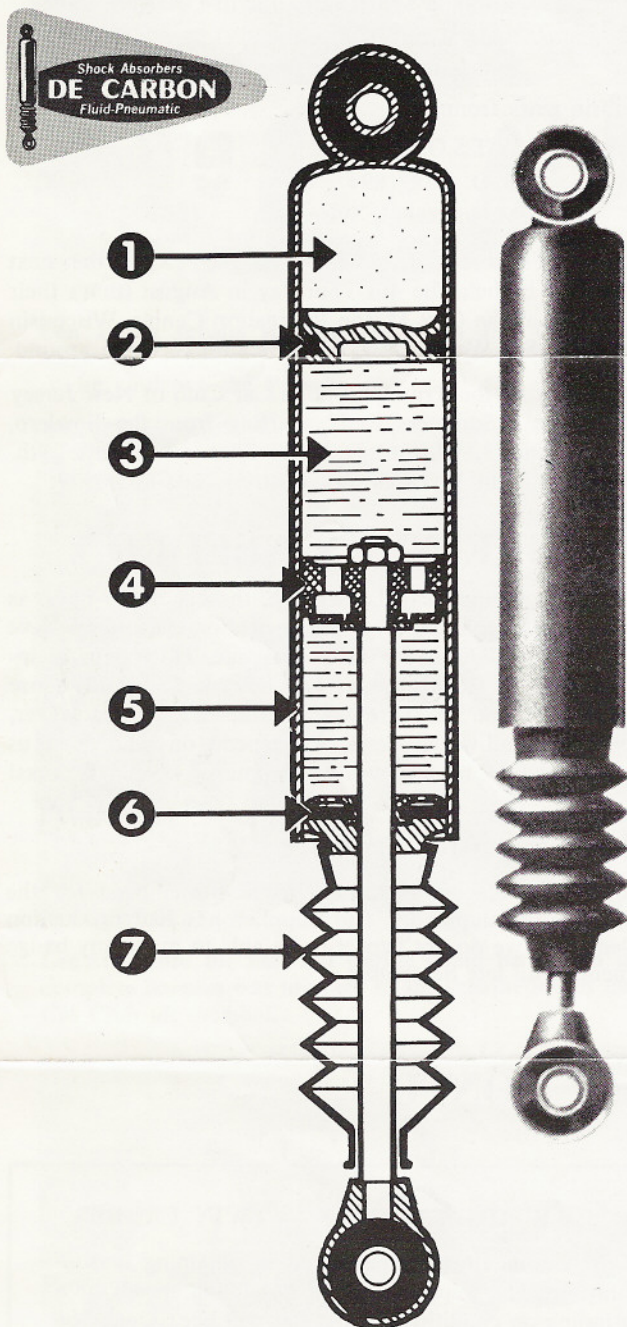
Where difficulty is experienced in obtaining reasonably accurate repeatability of hot idling speeds or a running on condition occurs, this will occasionally be found to be due to sticking of the throttle due to the binding of the nylon bushings on the interconnecting linkage in twin carburetor installations.

The binding sometimes comes about due to expansion of the manifold and control linkages when the engine reaches operating temperatures and the condition can usually be rectified by carefully repositioning the carburetors on their flange studs to relieve the tension on the bushings in the hot condition.



# NEW SHOCKS FOR THE NEW MARK 3

Among the many innovations on the Mark 3 Spitfire are the rear shocks. Although Spitfires have always had tube-type shocks at the rear, the De Carbon design is new in that there is constant pressure inside the unit, both fluid and gas, allowing much more efficient damping of minor vibrations and large irregularities in the road surface. The Mark 3 has a smoother ride than the Mark 2 but, thanks to the new rear shocks, retains all of the handling qualities as well.



## CLASSIFIED

### FOR SALE

Welded, unitized, bolt-in roll bar for TR-4 or TR-4A. 2 months old, not used in racing. Meets SCCA specs. Best offer above \$40. Contact: Richard Brick, 440 E. 81st Street, New York, N. Y. 10028.

### FOR SALE

TR-3 custom tunnel-mount radio, used. Used luggage rack. \$20.00. Contact: Mike Cook, c/o TSOA, P.O. Box 3273, Grand Central Station, New York, New York 10017.

DE CARBON Dual-Action FLUID/GAS SHOCK ABSORBERS are engineered to absorb road shock in a doubly effective way. Both the fluid and the gas (separated by a floating piston) provide the dual action by:

- (A) Dissipating and absorbing minor road shocks in the pressurized fluid chamber.
- (B) High speed stress is absorbed by the pneumatic chamber and large road irregularities are smoothed by the damping combination of both the oil and the gas reservoirs.

1. Pneumatic chamber contains nitrogen at 25 times atmospheric pressure.
2. Free-moving diaphragm piston and seal.
3. Reservoir filled with fluid of constant viscosity in temperature variations. This fluid is under constant pressure, eliminating cavitation problems.
4. Piston with internal valving system which can be adapted for any vehicle.
5. Factory sealed monotube body which dissipates heat rapidly and contains no valves.
6. Special new process seal which swells to compensate for prolonged wear.
7. Rubber boot keeps dirt and dust out of the body of the shock absorber.

## TSOA SUPERMARKET

### TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size — s, m, l, xl.....\$9.50

### TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl.....\$4.50

"Please Don't Dent Me" Cards.....\$1.00/100

Local TSOA Club "Calling Cards".....FREE

List of Triumph Dealers and Distributors.....FREE

STAA Badge.....\$1.50

Replacement TSOA Badge.. (currently out of stock.).....\$1.00

Standard Triumph Review Subscription.....\$2.50/year

TR-4, TR-4A Competition Preparation Booklet.....\$2.00

SPITFIRE Competition Preparation Booklet.....\$2.00

JACKET EMBLEM.....\$1.00

(Club Discount — 1 Doz.).....\$10.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York, N. Y. 10017. 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.