



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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GRAND CENTRAL STATION

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TRIUMPH BREAKS FAST IN '67



Jim Dittmore winning handily at Tuscon.

When Jim Dittmore, of Redondo Beach, California, drove his Triumph TR-4A to a 17-second win in the Tuscon National last month, he kept Triumph's 1967 victory string at a red-hot pace. Jim got Triumph off to its fastest start ever in SCCA competition in February with a DP first in the Phoenix National. He won again in March at Willow Springs. Also in March, 45-year-old Ed Barker drove his Spitfire to GP firsts at both Phoenix and Willow Springs, Charlie Gates brought the prototype GT-6 home in front in D-Sports/Racing at Willow, and Bob Tullius led the DP pack in his TR-4A at West Palm Beach. In the Tuscon, Dittmore beat two Porsches, three Corvettes and two Mustangs!



Then, in April, TR-4As ran one-two-three-four in the Governor's Cup at Marlboro, Maryland. Driving, in that order, were Bob Tullius, Buzz Marcus, Jim Taylor and John Williams. So as we go to press the score is seven firsts for Triumph in this young season!

The smiling face of Tony Adamowicz after his Marlboro win for Group 44.

"Show-Me"

By JON BUTTERS

Kansas City Triumph Club

Missouri has long been called the "show-me" state. There are several connotations attached to this label, some bad and some good. Among the former is the belief that Missourians are so incredulous that they fail to believe all but the most conclusive evidence. Among more favorable lines, which we, as Missourians would like to follow, is the belief that Missourians are always willing to learn.

To substantiate this last connotation, we offer the Gymkhana Drivers School, put on by the Kansas City Triumph Club on February 26, 1967. Seventy-five cars (some with more than one driver) turned out to be "shown" and all seemed convinced when they left.

Actually, the drivers school was a spur-of-the-moment thing. Due to complications in selecting a date for the annual Skelly Economy Run, the date was assigned to the K.C.T.R. Club with only two weeks' notice. During these two weeks an event chairman had to be selected, a place to hold the event had to be obtained, the event had to be planned, and details (insurance, workers, publicity, etc.) had to be taken care of. In light of the response, we can assume the event was a total success.

Roger Hurst volunteered to be the event chairman, so this solved the first problem. Immediately, two more came up to take its place. After deciding to hold a drivers school, Roger was informed by the K.C. Council of Sports Car Clubs (the sanctioning body for area events) that the club would have to hold a "trophy" event or would have to share the date with another club. So now we had to get trophies made up and figure out a way to combine a drivers school with trophy competition.

The Truman High School parking lot was obtained for the event and a course was planned. It was decided that the drivers school would be held from 9:00 till 1:00 and trophy runs from 1:00 to 5:00. Any car that participated in the drivers school would be eligible for the competition.

The day started about 7 o'clock when workers began arriving to set up the course. By 9 o'clock there were about 20 cars ready to begin. Volunteer instructors were available from the different clubs in the area to anyone who felt a need (or perhaps wanted to show off).

Each car would turn a lap and then get back in line. Needless to say, the instructors were kept busy. About 11:30 the course was closed down and each instructor took a group of students around the track, pointing out the best line thru corners, techniques on slaloms and straights, and good driving methods. Then the course was reopened for more of the same. By the time 1 o'clock rolled around there were so many cars that practice time had to be extended. The club made sure that each driver got at least one lap for practice and help.

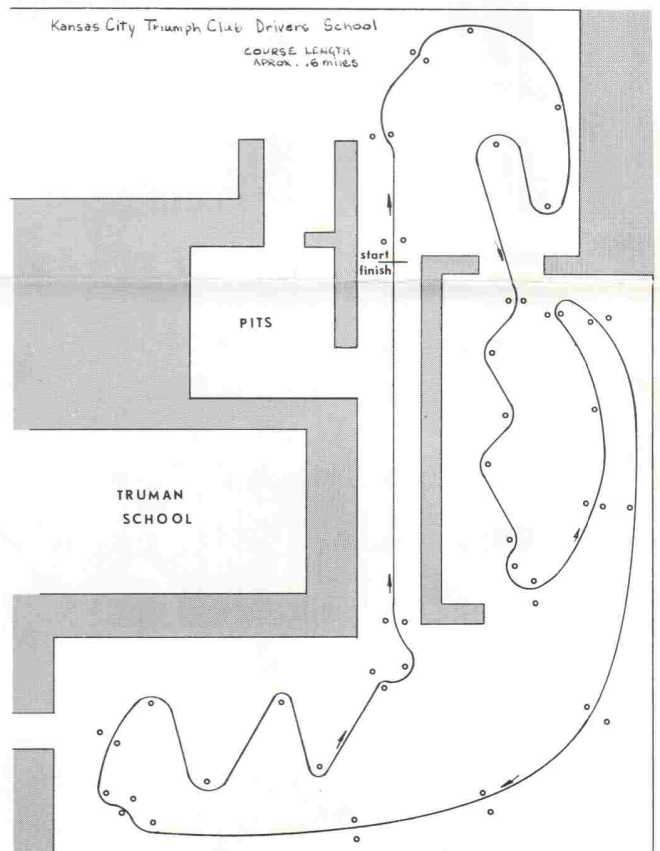
At two the work began. The cars stayed lined up the way they were in practice and were run in groups of 10. After one timed lap the 10 cars would re-form and run their second timed run. Then to the next group, etc. It was after six and growing rather dark by the time all the cars had finished running. Among the highlights of the competition were a Corvette that spun completely off the parking lot and Bill Wheeler finally beating Mary Wheeler in a gymkhana.

Over 70% of the TR Club members worked at the event and all of them were glad to see the last flag come down.

A rundown on the results of the competition goes something like this: TTOD went to Charlie Williams in a TR-4 at 1:09.797; second overall went to Jim Doran in a "427" Corvette at 1:11.633 and third overall to Paul Herrick in a Formula Vee at 1:11.991. The class results are listed below.

All this goes to show you that when a Missourian says "show me," not only is he willing to be "shown," he's also willing to show something himself.

CLASS	NAME	CAR	TIME
A	Doran	Corvette	1:11.633
B	Shepard	Datsun	1:14.334
	Gates	TR-3	1:15.725
	Lindo	Alpine	1:18.933
	L. Smith	Porsche	1:18.939
C	Farquhar	MG Midget	1:15.727
	LaVolt	A.H. Sprite	1:18.742
D	Williams	TR-4	1:09.797
	Meador	TR-4	1:12.662
	Arnold	TR-4	1:15.745
E	Hansen	Mini Morris	1:18.994
F	Dalzell	Corvaire	1:19.481
G	Phillips	Mustang	1:15.467
H	Gallop	Corvaire	1:14.084
Perf.	Herrick	Autodynamics	
		Formula V	1:11.991
Novice	Curry	MGA	1:18.500

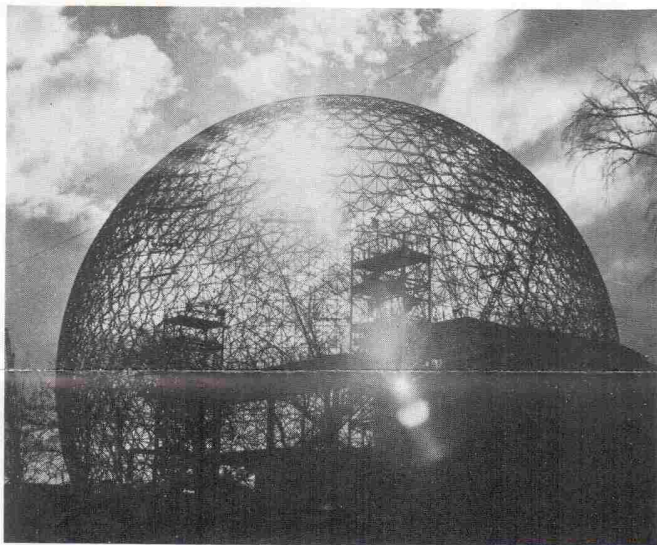


Triumphs Club Will Tour To Expo 67

A tour to Expo 67, sponsored by the New York Triumph Motor Club, gets under way Friday, May 26, at 8:30 p.m., and is due to "peacefully invade" Montreal the next day with enough fanfare to be heard all the way to Hudson Bay.

They hope to have New York's Mayor John Lindsay and the Canadian Consul-General to signal "They're Off!" as the initial group pulls away from the curb at United Nations headquarters. The route follows the Thruway to Albany and Howard Johnson's Motor Lodge Friday night. Additional cars will join the tour here. On Saturday, the course follows the invasion route used by General Montgomery during the Revolutionary War—Saratoga Springs, Fort Ticonderoga and along Lake Champlain to Rouses Point.

Mayor Jean Drapeau, the Mayor of Montreal is expected to welcome the Triumphs in Canada's largest city. Guaranteed room accommodations, worked out through Expo officials,



will await the tour. On Sunday, there will be a relay-race set up by New York Triumph Motor Club, a gimmick gymkhana laid out by Bay Ridge (NY) S.C.C. and "Navigator's Nonsense." That night TSOA and Leyland Triumph Motors Canada Ltd. will be host to the group at a reception and banquet. Prizes will be awarded to winners of all events.

The New York-Expo round-trip mileage is just under 800. Tolls for the trip are estimated at \$2.00; rooms are \$10.00

(Continued on page 4)

Driving Hazards

From the April 17 issue of U. S. News & World Report: "Major causes of 1641 accidents in 1966 on the Garden State Parkway in New Jersey were: inattention, 287; failure to have vehicle under control, 236; driving too fast for conditions, 197; following too closely, 184, and improper changing of lanes, 126."

That only accounts for 1030!

But on April 24 "Automotive News," the leading industry trade journal, reported that new research findings now "confidently blame" chronic alcoholics for a minimum of 37 per cent of highway fatalities.

TR-4A Scatter Shield!

Scatter shields suitable for the TR-4A are available from Hank Thorp Inc., P.O. Box 201, Edison, New Jersey, for those in the East.



TEXAS TRIUMPH

Dave Inkster, of the Tejas Triumph Sports Car Club, Houston, sends us this picture of his '62 TR-4A bought in England, and says the present officers of this very active club are: Terry Held, president; Leonard Powell, vice president; Austin Brixley, treasurer; Janice Held, secretary, and Carol Herold, corresponding secretary. (Ed. Sorry we can't run color.)



Two views of the Triumph display on board the SS Queen Mary, flagship of the Cunard Fleet.

(Continued from page 3)

per person, per night, **double occupancy**. Contact: New York Triumph Motor Club, c/o Harry Gold, 2059 McGraw Ave., Bronx, New York 10462 — Tel. (212) 597-6519.

Expo estimates entrance to the Fair plus three meals a day at \$10.00 per person. Almost everything at Expo — rides, exhibits, many attractions — are free. Presentation theatres charge admission. Dresses, jackets and ties will be required for the Sunday banquet.

Monday, May 29 will be your free day at Expo. Many Triumphs will start the return trip on Tuesday, but that is up to you. Nothing planned after Sunday.

FOR SALE

TR-2-3-3A (Perfect Condition) Service Manual—Parts Catalog —Wind Wings—May, 1963 to present copies of TSOA Newsletter—\$25.

Contact: Robert Gustafson, 12 Riverdale Ave., Mommouth Beach, N. J.

WANTED

Would like to buy damaged Spitfire or parts for competition car in state of Florida.

Contact: A. C. Phillips, 2158 N.W. 100th St., Miami, Fla. 33147. Phone: 696-7388.

FOR SALE

1959 TR-3 — Black Roadster — good condition inside and out, 4 new tires (Goodyear), never raced, \$900.

Contact: James A. Doolittle, Box 724, Denison Univ., Granville, Ohio.

FOR SALE

Tonneau Cover, 1 Fiberglass Hardtop, 1 set of Snow Tires mounted on extra wheels and 1 Shop's Manual—all for TR-4A. Every item like new—all sold for \$125.00.

Contact: Parrish L. Jarrett, Indian Head, Maryland 20640. Phone: (301) 743-7307.

The 3,000-Mile-Long Showroom

If any TSOA members are planning a cruise to Europe this summer aboard the Queen Elizabeth, they will feel not too far removed from home and their beloved Triumph. In case the pangs of homesickness come upon them, they need only visit the main hall on the promenade deck. There in all its splendor is a large-as-life TR-4A and an interesting photo essay on how "Triumph puts you safely ahead." This Triumph will be on board the Queen Elizabeth until October of this year, at which time it should be the newest high-mileage Triumph in existence.

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

TSOA Handbook.....\$1.00

"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.....\$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.

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