



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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GRAND CENTRAL STATION

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DECEMBER, 1967

## Seasons Greetings!

### and Best Wishes for a Merry Christmas and Happy 1968!

#### TR-4A's and Spitfires On Short End of A.R.R.C. Stick

As Thanksgiving weekend approached, 25 Triumph drivers joined the over 300 A.R.R.C. qualifiers for the trek to Daytona. Nine were GP contenders, the Spitfire group. 14 were TR-4 and 4A drivers, tops in DP in five out of seven Divisions. Only 2 Triumphs made it to Daytona for the EP race but on race day, the minority came on strong!

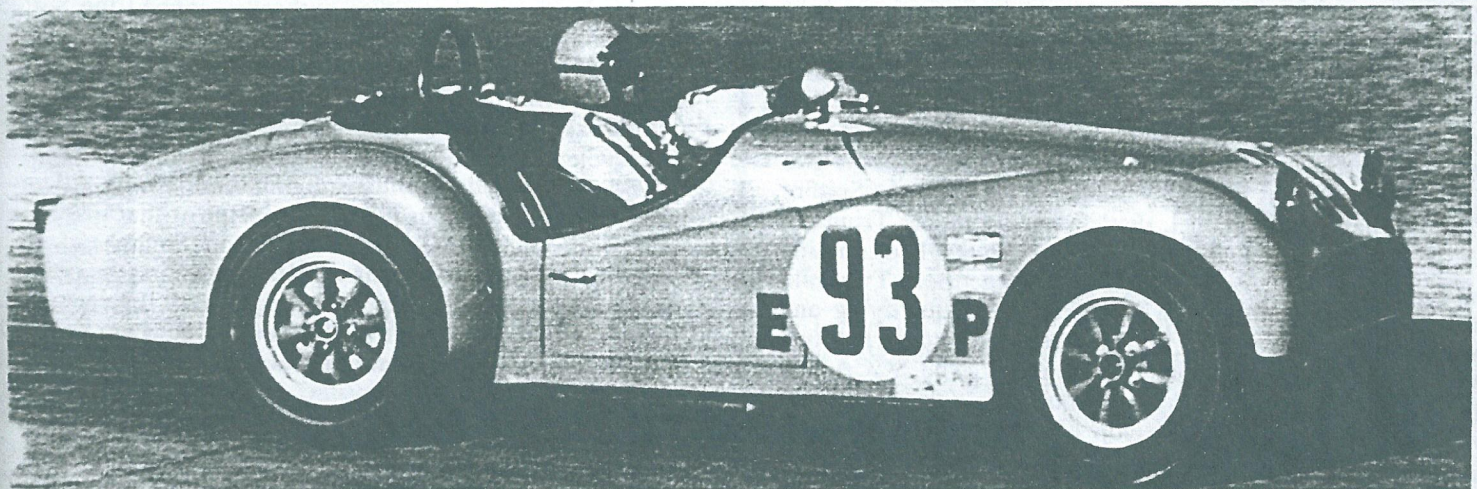
Emerging from the smoke of qualifying, the GP leaders lined up like this: Top Spitfire was the Group 44 entry with Tony Adamowicz driving. Tony had third spot in the front row, the first two positions being occupied by the Midget of Bill Koch and Jerry Truitt's Sprite. Right next to Tony was Ed Barker, eager to prove what a mechanical black flag had denied him in 1966. Dave Coman in a Sprite from the Mid-West Division qualified high, as did Dick Gilmartin in a Datsun 1500, looking to improve on his 1966 standing (he was third, in a Spitfire). Other Spitfires belonging to Rick Hilgers, Dick Carbajal, Mel Bogus, Don Kearney, Lee Mueller, Ron Hopkins and lady driver Carol Clemens, packed the grid for Triumph.

The old hot-rod saying "There's no substitute for inches" was never better demonstrated. Coman left the pole-sitters on the line and charged around in the lead for

two laps before bobbling and letting Truitt pass. Koch got into the act, dicing with Truitt for first until overheating forced him out after five laps. Meanwhile, Tony Adamowicz and Ed Barker were duelling with Dick Gilmartin for third place. Tony departed the race after only three laps leaving Barker to hold off Gilmartin and Chuck Reynolds in another Sprite. Ed finished a strong third, ahead of Gilmartin. Back one lap, in eighth, came Rick Hilgers, the only other Spitfire in the top ten.

D Production looked like a TR-4A benefit. At least, surface examination made it seem that way. Jim Dittmore sat on the pole, Bob Tullius right beside him, only tenths of a second slower. Also near the front of the grid were the speedy mounts of Buzz Marcus, Bill Pendleton, Dennis Pillar, Victor Matthews and Fritz Warren. More? You bet . . . Jack Oakley, Joe Hines, Mike Needham, Tom Varner, H. R. Stanford, Dick Kibling, Bill Bean and Mid-West Champ Ray Pickering. However, third fastest qualifier was Jerry Thompson in the Yenko Stinger who had practiced quietly and slowly until late in qualifying when he suddenly turned on the power and streaked into the front row.

*Continued on Page 2*



**ORANGE IS A HOT COLOR:** We'll let you in on the secret folks. It's not really a TR-3 at all! No sir, it's a TR-2! That's right, Lee Midgley's ARRC E Production Champion car is a 1956 TR-2 with the TR-3A front panel. How's that for longevity on the course?

Another problem plagued the D drivers. Their race was combined with C Production, normal enough and consistent with the 1966 event. However, whereas the 1966 race had a split start with the C cars going off 30 seconds ahead of D, the 1967 event was mixed with C and D lined up together, simply by qualifying time. To add to this, it was a rolling start! Whether this had anything to do with it or not, there was a grand smasher on the first lap which eliminated favorites Dittmore and Pickering as well as Dick Kibling and Bill Bean from the Triumph ranks.

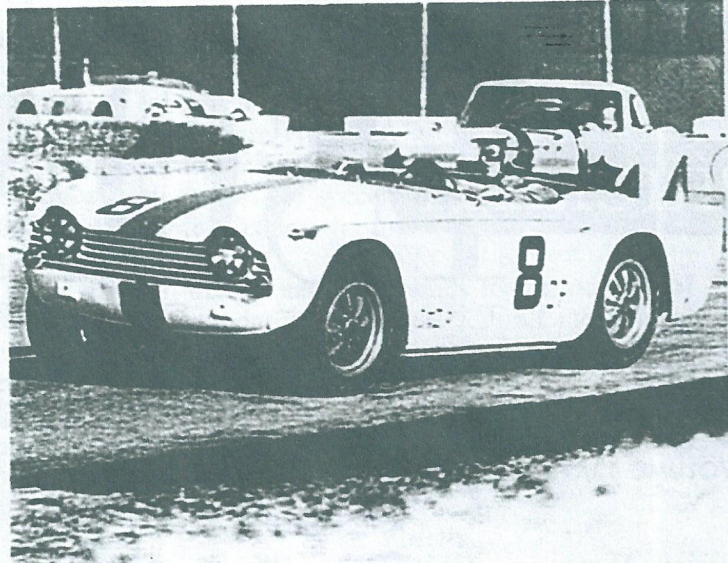
Bob Tullius lasted one more lap and lost his clutch. Bill Pendleton, after dicing for the lead for 13 laps did the same. All this time, Buzz Marcus, who had been buried somewhere in the slower C cars at the start, had been blasting through the pack, picking off car after car until he got into contention. At the flag, he was second, 15 seconds back and closing in on Thompson whose Stinger slowed on the last lap and appeared about to succumb to internal problems. Third place went to the Jaguar of Gil Littell and Dennis Pillar. Bill Pendleton's running mate and chief competition from the Pacific Northwest, took fourth in the Cal Auto team car.

Now, about those two TR-3 drivers in EP. Lee Midgley, who has had his car so long that he seems to be part of it when he drives, qualified like a rocket and planted all four tires right beside the pole. Crouched next to him was the Porsche of George Frey, Northeast EP leader and flanking Frey, Gary Rodrigues' MGB. Robbie Krokus' shiny black TR-3 was near the front as well and Robbie was determined to improve on last year. He entered the '66 A.R.R.C. as Northeast-FP champ only to be unaccountably down on power and finish very slowly. The problem was discovered to be too much piston/cylinder clearance. Now, with his 1967 engine as tight as a drum, he was out for bear. The strong field also included Carl Swanson's Morgan, the 1966 ARRC E winner, a TVR and assorted others.

Midgley led from the start with the exception of a portion of lap one when Frey momentarily took over. However, it was no easy battle. For 35 minutes of the 45 minute race, the two cars were never more than 1½ seconds apart. Frey did everything he could but simply could not keep up. For half the race, Swanson and Rodrigues had their own struggle for third but finally nudged each other and were never in the running again. Krokus drove steadily and well to take third behind Frey and ahead of the Alfa of Bob Rinde.

So the TR-3 had done it again. For the record, the 3 and 4 are now tied in ARRC Championships at two each. The 4A has one (D Modified in '65) and the Spitfire one. Whatever the model, that's a good total for Triumph.

As for the A.R.R.C. itself, the drivers had nothing but praise for the organization and competition. Two mild quibbles . . . not enough practice before qualifying and cursory tech inspection. Both of these seem to be habitual at the ARRC and should be remedied. The SCCA and member/drivers all over the country owe a vote of thanks to the Central Florida Region and SCCA nationally for putting on a great event. Thanks are also appropriate to the Newspaper Enterprise Association and Nine Flags International, sponsors of the American Road Race of Champions and to Daytona Speedway.



**BIG BROTHER IS WATCHING:** Jim Dittmore wheels his TR-4A during a mid-season event in California. Don't you suppose he'd realize how big that Corvette behind him is? Nothing much seems to faze Jim . . . at Tucson in 1967 he won ABCD overall!

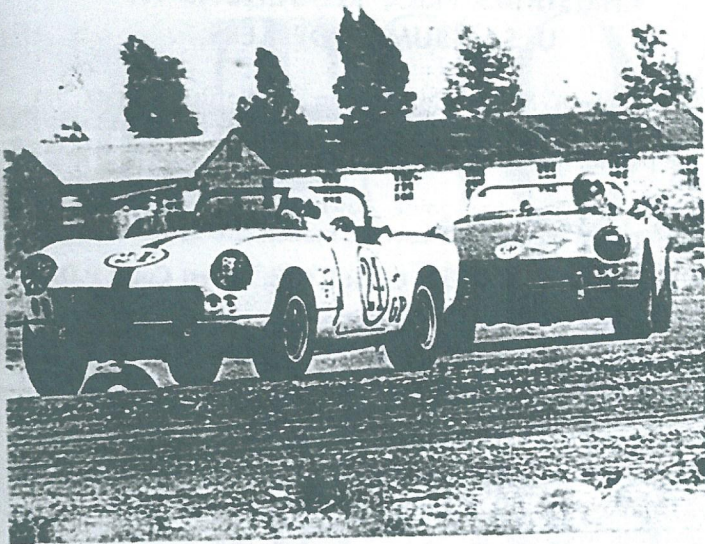
## RACING, 1967

Triumph racing in 1967 was full of sharp contrasts. In most of the country, D Production was a case of deciding which of several good TR's would win. Championships were won in the Northeast, Southeast, Northern and Southern Pacific and Midwest Divisions. It was Triumphs 1-2-3 in two cases. However, the competition was strong. Jerry Thompson's Stinger led the Central Division and an Elva won Southwest, driven by Willie McKemie.

The Spitfire group had a tougher row to hoe. Although dominant in the Pacific Coast Divisions, they were challenged successfully by the 1275 cc Midget/Sprites in the Northeast, Midwest and Central Divisions and it was obvious that the BMC cars' larger engine was a winning advantage in the right hands. Datsun 1500's held off Spitfires in many events, often, as in the case of Dick Gilmartin in the Northeast and Lee Herbert in the Northern Pacific, driven by former Triumph chauffeurs. Ed Barker, whose technique behind the wheel and under the hood has made him a top Spitfire authority, copped the SoPac GP trophy with Dick Carbajal and Lee Mueller second and third. Two TR's led Northern Pacific, Jack Scoville and Rick Hilgers.

Central Division's contribution to the Spitfire ranks was Carol Clemens who was second in points in Bill Koch in a Midget. Carol drove husband Bob's car. Tony Adamowicz ranked second in Northeast in the white Group 44 car, Don Kearney led Southeast, Don Smith and Ron Hopkins were 2-3 in Southwest. Late season races pointed up the Sprite's advantage in weight and displacement, though and the midnight oil burned in the dyno room at Kastner's shop in Gardena as he sought for a few extra horses.

In EP, the TR-3 had a season-long uphill struggle. It was not until August that a TR-3 driver placed higher than second in a National race. Toughest competition came from the Porsches, the long-time leaders in the class, which have definite handling advantages on tight courses.



**BARKER CRANKS ON A GOOD ONE:** Ed Barker, still winning in the Spitfire that took the first ARRC GP title in '64, scratches some gravel early in the season. Don't know who the anxious guy behind him is but, with Barker preparation and Barker driving, keeping up will be a problem!

The re-classified MGB was the winner in Southern Pacific and Central Divisions and a Morgan topped Southeast. Coming right down to it, E had perhaps the best spread of ARRC entries from the cars in its scope as an Alfa, a TVR and a Turner all made the grid. The lone TR-3 entries were Lee Midgley from Hemet, California, second in SoPac and Bob Krokus, Alexandria, Va., third in Northeast. It was Bob's second trip to the ARRC . . . he led the NE in F in 1966.

It has been a rough year. Results at the ARRC, Daytona, were less than expected but there is a place for satisfaction. Through the past six seasons, the number of Triumphs on the SCCA starting grids has constantly increased. Despite few alterations in the basic engine design of all three racing TR's, Kas Kastner has succeeded in improving performance year by year. Handling and chassis tuning have been refined to the point that a well-prepared 1967 TR racer will run rings around an identical car from only a couple of years ago. Throughout the same six seasons, Triumph has kept up a consistent program of support for the individual driver and this will continue. Watch the Newsletter for details.

## NEW CLASSES FOR 1968

In 1968, Triumphs will be competing in five, that's right, five classes! Of course, the TR-4 and TR-4A will remain in DP and they will have a new contender to reckon with . . . the Lotus Super Seven has been moved down from CP.

Spitfires Mk 1 and Mk 2 will stay in GP against their old rivals, the 1100 Sprites and Midgets, 1500 Datsuns, 1300 Alfas, etc. The Spitfire Mk 3 will be in FP as will the 1275 Sprites and Midgets. These cars should mix it up very well with the Datsun 1600 and Volvo P-1800.

Considering their late-season comeback and EP Championship at Daytona, the TR-3's remain in E. However, there will be a family squabble going on in this class as for the first time since the TR-3 and TR-4 shared EP in 1962, there will be two completely different TR's in

one class. The GT-6 has been classified an EP car. Will the Ol' Reliables lick the upstart newcomer? Tune in next season for the race-by-race results.

Wait, there's one more. The TR-250 will be in CP for 1968. The new six-cylinder IRS car will be lined up against the Lotus Elan, Porsche 911 a Carroll Shelby Factory team of Toyota 2000's and Datsun 2000.

Five classes, six competitive Triumphs. We should all be turned on full blast at every race in 1968! Watch for ordering information on the GT-6 and TR-250 preparation books which will be available early in the year. Current books on the Spitfire and TR-3/4/4A can be ordered immediately.

## THE LAST WORD

Every year needs a final story to top it off. To describe this year's racing was a straightforward, unemotional job. But, there's more to it than that. Last August, Fred Tervet wrote a letter of thanks to Triumph and we think it is most appropriate to this issue, the last of a fine racing year.

Fred W. Tervet  
347 N. Grove  
Sierra Madre, Calif. 91024

August 21, 1967

Standard-Triumph Motor Co., Inc.  
111 Galway Place  
Teaneck, New Jersey  
ATTN: Competition Department

Dear Sirs:

Having raced my Triumph since I acquired it in 1963 I have always been amazed at what the car has withstood. My TR-4 has been in 32 races, 9 drivers schools, and 5 practice sessions, with an overall finish record of over 75%. Most of the DNF's were made during periods of experimentation.

Since I was first introduced to Triumph cars I have known and respected Standard-Triumph Competition Director, Kas Kastner. I now find that I must thank S.-T. for all the help and assistance that has been extended to me through Kas.

Standard-Triumph has made it possible for many people to enjoy racing your cars with the best possible equipment and preparation because of your fantastic competition development department. Many thanks again and special thanks to Kas for always being there when he is needed.

Sincerely,  
Fred Tervet  
SHOESTRING RACING TEAM

## LOCAL CLUB NEWS

Other than extending Seasons' Greetings, we can't say too much about the local groups. However, in January we should be able to announce results of various elections of officers. Meanwhile, we'd like to point out that the Triumph Club of Ohio is alive and hiding in Canton (although the newsletter has a Massillon postmark) at 1725 Mt. Vernon Blvd. N.W., Canton, Ohio 44709 and they would like to start the New Year right with some new members.

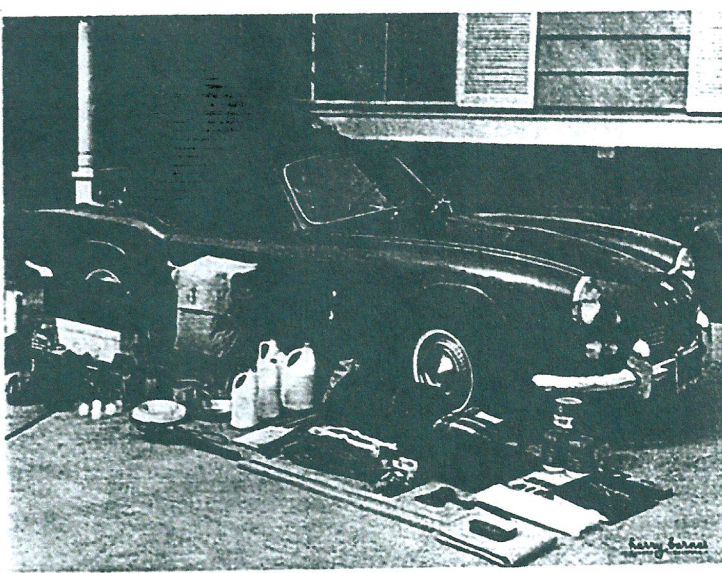
## BRITISH DEVALUATION RESULTS IN CHRISTMAS PRICE REDUCTIONS AT U. S. TRIUMPH DEALERS

The Leyland Motor Corporation of North America has announced price reductions resulting from the devaluation of the pound.

Triumph prices are going down between six and seven per cent. List figures for current models are as follows:

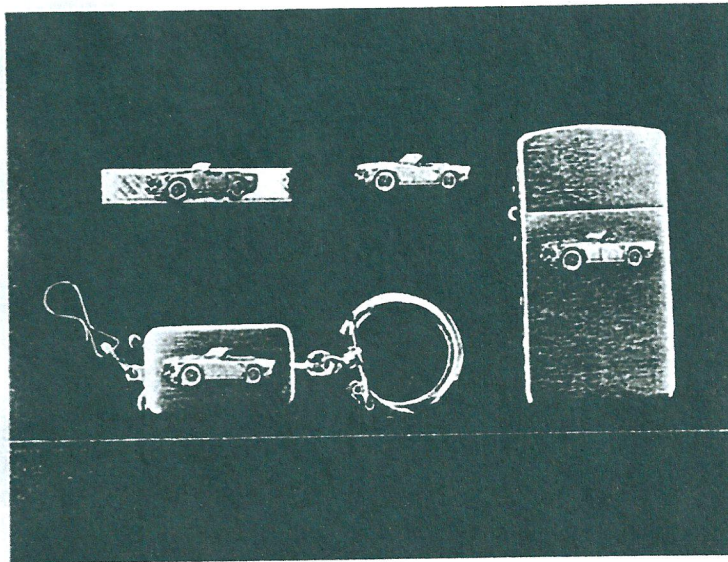
	East Coast P.O.E.	West Coast P.O.E.
TR-250	\$3,175.00	\$3,225.00
TR-4A	2,775.00	2,825.00
GT-6	2,895.00	2,945.00
Spitfire Mk 3	2,235.00	2,285.00

The above are for 1968 models. If you're really anxious for a bargain, ask your dealer about left-over '67's. There are still some left and Leyland is making special allowances on them.



**NO ROOM FOR HARRY:** Harry Barnes, Sunnyvale, Calif., photographer, dropped us a note with some more pix. He used his trusty Spitfire pack mule for a recent vacation and wrote as follows:

"SPITFIRES small; No room to carry luggage! Don't you believe it. This photo shows everything that I carried with me on a 1500 mile vacation trip. Everything was carefully weighed to assure that I was not overloading the vehicle. Not one item projected above the window line of the car. I averaged 33.6 MPG for the complete trip which took me 182 feet below sea level to the snow covered slopes of the High Sierras. This is a real FUN car. I wish that I had more time to take in the High Sierras more often."



**DRESS UP FOR YOUR TR!** Don't let your Triumph be seen with an owner who isn't in on the latest fashion secrets. Make your TR proud of you . . . wear the new TR-250 jewelry, soon to be available from your Triumph dealer. In fine sterling silver, these items will be suitable for any occasion . . . rally, formal dance or club meeting. Good for gifts as well.

### TR-250 JEWELRY PRICE LIST

Item	Suggested Retail Price
Cuff Links — Sterling	To be announced
Tie Bar — Sterling	5.00
Cigarette Lighter — TR-250 Sterling Emblem mounted on it	4.50
Key Chain — TR-250 Sterling Emblem mounted on it	3.50
Tie Tac — Sterling	1.95

### CLASSIFIED

**FOR SALE:** 1963 TR-3B. 2.2 engine and all-synchro gearbox. Red/black, perfect condition without a mark. 49,000 honest miles, new tires. Maintained since new by Group 44. Strictly a street machine, never raced. \$1195.00 Group 44, Inc., Falls Church, Va., 703-532-4410.

**FOR SALE:** Smith's tunnel mount TR-3 radio. Will fit car above. Steal it for \$15.00. Mike Cook, 90 Seventh Avenue., Westwood, N. J. 07675.

**FOR SALE:** Used TR-4 tonneau cover. Make offer. B. Bongiorno, 212-631-3717. 221-42 59th Ave., Bayside, N. Y.

**FOR SALE:** Black Tonneau cover for TR-3 and all gaskets for major engine overhaul except head, valve cover and pan gaskets . . . \$18.00. Bob Weimer, 412-834-8737. R.D. #6, Box 59-C, Greensburg, Pa. 15601.

### 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 . . . . . \$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.*

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