



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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## TR-6 DELIVERIES HELD UP BY DOCK STRIKE

Eager eastern buyers for TR-6's will have to wait for a few weeks longer. Although, as we go to press, the Port of New York is now open, most of the initial supply of Triumph's latest model is still strike-bound in various harbors from Baltimore to Houston. Only in the western states is there a supply of cars in dealer hands.

One ship, anchored in New York harbor, contained over 1600 British Leyland cars. She is now unloaded and the Triumph portion of the cargo will soon be available. However, don't rush immediately to your dealer . . . call first. Supplies of cars won't come to dealerships right away because of the expected delays in getting pier space. Hundreds of ships are anchored waiting to be unloaded and new cars will have to take their turn.

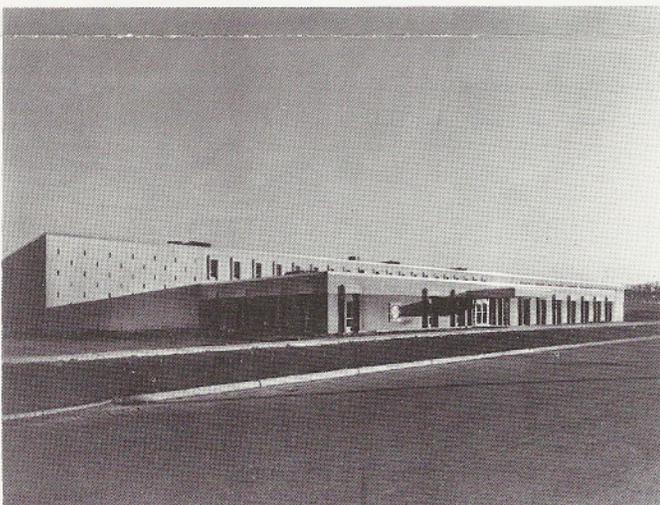
It's happened before! In 1963, when the Spitfire was first introduced, a press preview was held in Fort Lauderdale, Fla., with only two cars available for the newspapermen to try. Two miles south, in Port Everglades, was a ship which had over a dozen new Spitfires in its hold. It might as well have been in South America because then, as now, a dock strike had tied up the port. The two cars for the preview had been flown in to make the deadline.



Ready to run. For the first time ever, the Triumph Competition Department TR-6 sits in competition trim, all set for the first SCCA National at Las Vegas, February 22nd and 23rd. Sleek lines of the car contrasts with huge Firestone tires on 7" rims, maximum size allowed under SCCA rules.



What the other guys will see. Rear view of the competition TR-6 accentuates powerful, broad-shouldered look of the car. In the background are the TR-250 which ran in 1968 and the Mk 3 Spitfire driven by Lee Mueller which has already had a '69 outing, winning a Regional at Riverside, Feb. 14-15.



New British Leyland Headquarters: Located in Leonia, N.J., a suburb of New York City, the brand-new British Leyland building occupies a five-acre site. More than 200 employees administer the U.S. operations of Austin, Jaguar, MG, Rover and Triumph.



"Now, Bob, remember to keep your distance." Chief grid marshall at ARRC lectures Bob Tullius on fine points of rolling start. Skeptical look on Bob's face may have come from the fact that he was on the front row anyway!

## '69 TRIUMPH SUPPORT PROGRAM ANNOUNCED

Following the most successful year in Triumph's history, which saw the marque win three National Championships at the American Road Race of Champions, R. W. "Kas" Kastner has announced the 1969 Support Program for Triumph Competitors.

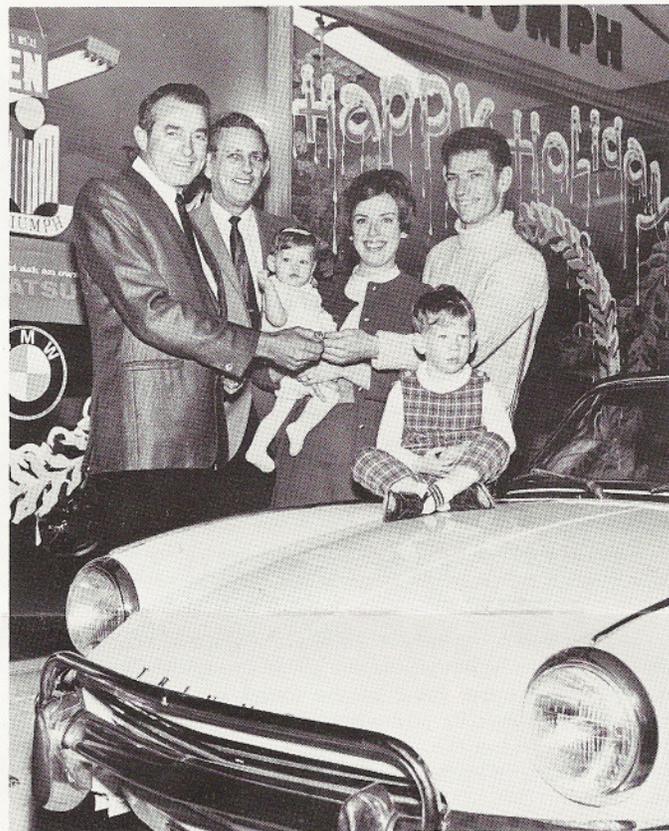
Triumph, who pioneered the support program concept a number of years ago, will pay support money for class wins in SCCA National races. For models currently being produced by the factory, payment will be made to Triumph competitors finishing both first and second in class on the following basis:

TR-250,	(Class C)	1st	....\$150
TR-5 & 6		2nd	....\$100
GT-6 &	(Class E)	1st	....\$100
GT-6 Plus		2nd	....\$ 75
Spitfire Mk III		1st	....\$ 75
(Class F)		2nd	....\$ 50

Because of the greatly increased number of Triumphs in competition, support payments to drivers competing in models not currently being produced will be limited to 1st in Class only. The payment program for these models will be:

TR-4A	(Class D)	1st	....\$ 75
Spitfire Mk I & II		1st	....\$ 50
	(Class G)		

"1969 should be a year of great challenge for the Triumph racers," Kastner commented, "with three National Championships out of five classes, we are going to have to go some to improve on our record."



Let's Make A Deal again — Mr. and Mrs. James Wolfe of Reseda, Calif. won a Mk 3 on the popular TV show. Larry Williams of Westland Motors hands over the keys while Triumph district manager, Doc Furlong looks on. Small Michael, seated on the hood, looks all ready to take off.

## NEWS AND NOTES

### Competition Preparation Manuals

The Mk 3 supplement to the Spitfire Preparation Manual is now available. If you have the Spitfire book, all you need is the supplement. However, if you are ordering for the first time, the supplement is not enough . . . you need the manual as well.

The primary difference in the Mk 3, aside from external trim, is the engine which has different bore and stroke and an entirely new cylinder head. Modifications to the new engine are covered completely in the supplement.

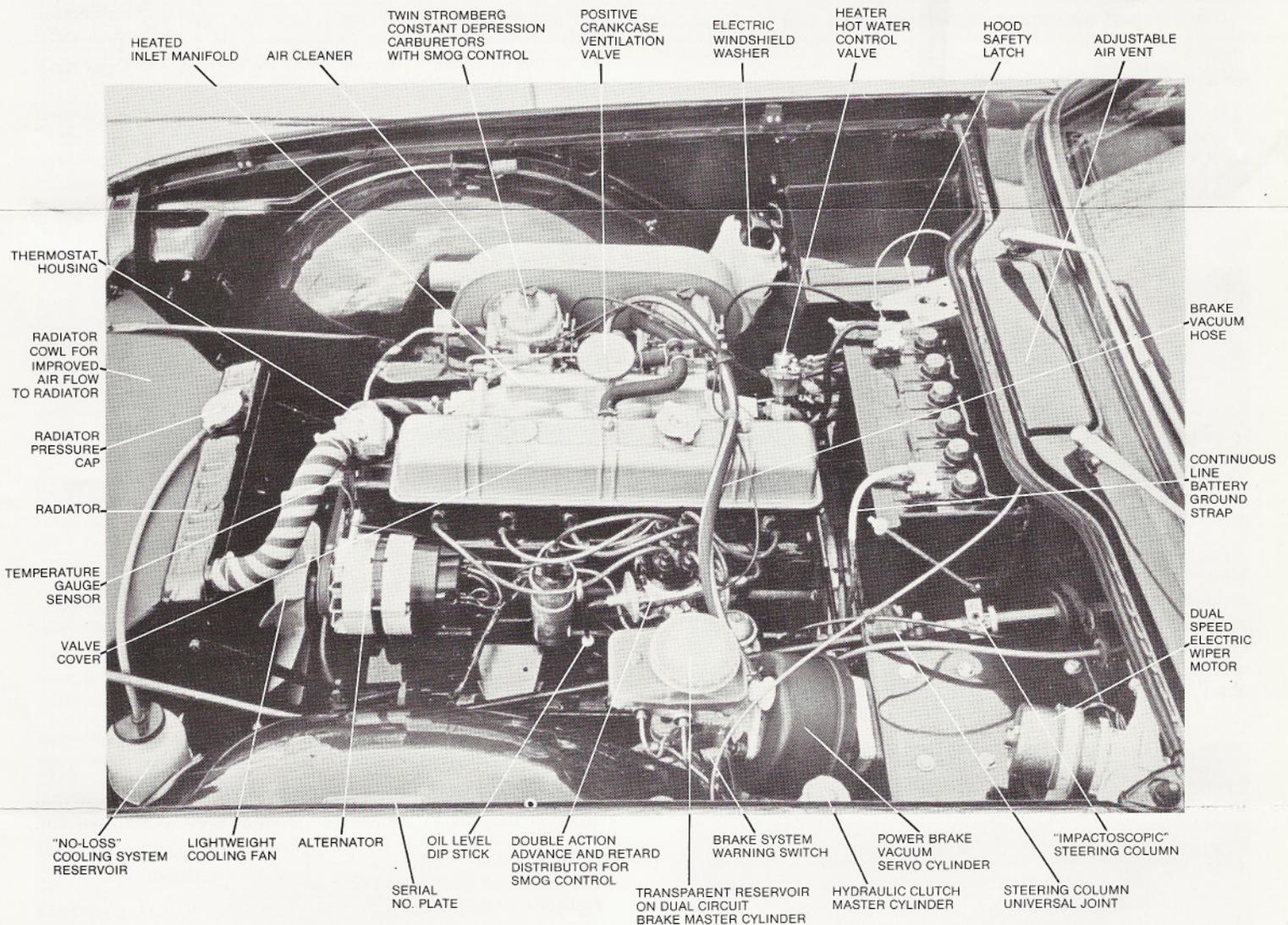
Orders for the revised TR-4A Preparation Manual have been piling up and we are happy to say that new books are now available. If you are starting on your TR-4 or 4A for the 1969 season, you need this book. There are a number of changes regarding both engine and suspension settings.

TR-250 and TR-6 owners will have a preparation manual of their own within a few weeks. *Do not* send orders yet . . . watch for announcement in the Newsletter. All books should be ordered from: Triumph Competition Department  
Box 1557  
Gardena, Calif. 90249

GT-6/2000, TR-4/4A and Spitfire books are \$2.00 each. A supplement will be prepared later for the GT-6+, covering the new rear suspension.

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# TR-6 ENGINE



Call-outs on this photo of the TR-6's engine compartment point up some of the more visible and interesting features on the new 2.5 liter six. This expanded engine increases torque and smoothness for effortless turnpike cruising and provides performance that makes tight-turn mountain driving a special pleasure. Inside the high-chrome content cast iron cylinder block and head, where you cannot see them (and built-to-last so you should never have to pay a mechanic to look for them), chrome-plated top compression rings on aluminum alloy pistons, stellite-faced exhaust valves, hyposine camshaft, lead-indium bearing shells, and a long-wearing eccentric lobe oil pump with full flow filter are among the quality design features that give this engine long, trouble-free life expectancy. One touch that is hard to see, but easy to feel, is the power bulges on the engine block, to clear the longer throws of the stroked crankshaft. Casting these bulges into the block (instead of weakening it by milling, as is commonly done) makes for extra strength. (If you want to feel for yourself, reach down past the rear carburetor of a **cold** engine and run your hand along the block just above the flange where the oil pan is bolted in place.)