



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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Photo by Stanley Z. Rosenthal

Triumph Team Wins MG 1000 Rally



Jim Locke and Chris Stephens, who have been rallying together for some years, won the 12th annual MG Car Club 1,000-mile International Rally in Jim's white — and completely stock — TR-4.

That's Jim on the left in the top photograph, about to receive the magnificent 1st place trophy, while Chris holds one of the total of eight trophies that the two rallyists won in this event.

They finished ahead of . . . well, let's mention just a few names. Scott and Nadine Harvey from Dearborn, Michigan, who drove (what else . . . ?) a Valiant; Sally and Dennis Koelmel driving a Chrysler Corporation-sponsored Chrysler . . . well, you didn't expect us to say Ford did you. . . ? And of course, every one of the other 83 competitors. Which we happen to think is pretty good.

In 5th place were the Homseys — Ed and Shirley, — from Rochester, New York, also in a TR-4. They are members of the Best Motors National Rally Team.

Our warmest congratulations to the winners on their exceptionally fine performance — and we have to admit an almost childish delight that a Triumph won the 12th annual MG 1,000-mile International Rally.

Bob Tullius Triumph's National Champion

Three Years In A Row . . . ?

With the publication of the current 1964 National Championship Point Standings by the SCCA, Bob Tullius with 39 points has an impressive lead over Jim Ladd, Austin-Healey 3000. Ladd is currently in 2nd place with 20 points.

Nine of the scheduled twelve National Championship races have already been held, and while we may be accused of tempting fate, it does look very much as if Bob and his very potent TR-4 may make it three National Championships in a row. This, of course, is quite an achievement for a driver who is in only his fourth full year of competition — his first year with a TR-3, and subsequently with a TR-4. Quite naturally Bob is receiving his full share of publicity in connection with the fine performances he has turned in this season so far. This year his car is being prepared by mechanic Brian Fuerstenau, and Bob is the first to admit the great job Brian is doing.

Some indication of how well the car is prepared — and how well it is being driven — can be gained from some of the race reports that are featured in SPORTS CAR magazine, official publication of the SCCA.

First let's take a look at the May '64 issue, and a report by Robert E. Adams on the President's Cup Races — a National Championship race held at Marlboro, Maryland on April 12.

"1963 D Production National Champion Bob Tullius drove his Triumph TR-4 to a brilliant overall win in the C & D Prod Race, managing to pass Bruce Jennings on the last lap. It is interesting to note that Bob's best lap was nine seconds faster than the DP winner's best lap last year!

Dave Clark's Lotus Super Seven, down from BP last year, grabbed an early lead with Jennings' Carrera in hot pursuit, but both Tullius and Jennings were able to slip by when Dave's brakes deteriorated. Donna Mae Mims, of pink Sprite fame (and 1963 HP National Champion) finished sixth in Class in a new pink (of course) MG-B, also victim of brake trouble."

This event was the first National race of the season, and was attended by some 10,000 spectators. The reporter was rather considerate in his write-up for in point of fact, it took Bob just about 30 minutes of the 45-minute race to lap Donna Mae Mims and her pink MG-B!

Mention should be made here of the great deal of publicity that was generated at the beginning of the season when the announcement was made that last year's H Production National Champion with her pink Sprite — in the shape of Donna Mae Mims (and we do mean shape . . .) — was to campaign this year in a pink MG-B.

It was rumored that LIFE magazine was to do a feature article on the "pink" lady; it was undeniably suggested in several reports that Bob Tullius now had some real competition in his Class — and generally the press boys played the story up to such an extent that one could almost believe that America now possibly had the female equivalent of Stirling Moss — and by golly, she was more attractive!

But to revert to the quotes from race reports that have appeared in SPORTS CAR magazine. We now come to the report written by Bill King on the National Championship race held at Virginia International Raceway, Virginia on April 19.

"While we are still on the subject of mild surprises, perhaps mention should be made of the 16-second shellacking the Bob Tullius TR-4 gave the Bruce Jennings Carrera in the CP-FP race. Looks from here like the British machine is going to make it from EP to CP in three years. Jim Ladd in the Healey 3000 put on a short but spirited drive, running close behind Tullius for 3 laps before going out with a jammed overdrive."

"The most conspicuous DNS was Donna Mae Mims whose Hollywood MG-B threw a rod in practice Saturday while Don Yenko was 'breaking it in'."

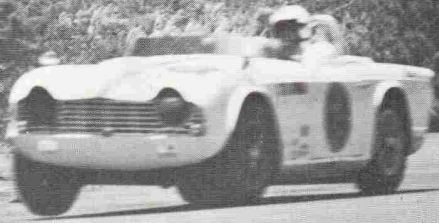
With the car's continued successes — often finishing ahead of C and even B Production machinery — we can understand the feeling that the car may very well be reclassified, once again, to C Production.

This is virtually unprecedented in SCCA Production car racing, and serves to emphasize the increases in performance and improved handling that have been developed since the car's introduction, by R. W. Kastner, Standard-Triumph's Competitions Manager for the U.S.

Finally, we come to a report written by Donna Mae Mims herself on the National Championship races held at Cumberland, Maryland on May 17. She competed with her pink MG-B. . . .

"The Tullius Production Race was won by Bob "DP" in his TR-4. As a matter of fact, it looks as though Bob would be a threat even in BP. After lapping all the field from second through fifth place, Bob remarked "Those Turners are getting tough." Said I, "You're too much." Two Turners followed Tullius — Don Greimel in one and Bill Weir in the other — at a respectable distance."

You know, it does somehow seem to us that there may very well be a conspiracy afoot to have the TR-4 pushed up a Class — again! After all, they do say that nothing succeeds like consistently beating the opposition.



Here's Stu Cowan in action with his very hot TR-4 at the Kahuku Racetrack in Hawaii. Stu finished 2nd overall in the second Main Event, only 6" behind a modified Chevy Special. Other cars in the race included much modified machinery, 3 AC Cobras, 3 MG-B's and A-H 3000, etc. etc.

The Inter-Divisional Run-Off

A New and Fiercely Competitive Event On the SCCA Calendar

In addition to the series of National Championship races, the SCCA also promotes throughout the country series of events of Divisional stature.

For this purpose the country is divided, geographically speaking, into six Divisions — the Northeast, Southeast, Central, Midwest, Pacific Coast and Southwest. Drivers within these Divisions compete in their respective Classes, and at season's end, a Divisional Champion of each Class emerges.

Thus in 1963, Bob Tullius with his TR-4 was not only the D Production National Champion, but was also the Northeast Division's DP Champion.

For some time now, many critics of the Sports Car Club of America have voiced the opinion that the 'National' Champion of each Class is not, in the true sense of the word a 'National' Champion. Simply because for some time there has not been an event of National Championship status, and counting towards the National Championship, held in California. And the number of sports car racing drivers in that state is legendary.

In fact, to take this season as an example, the farthest West that a National race has been held is in the state of Kansas — which is in the Midwest.

However, this year from the time the announcement was made regarding the projected Inter-Divisional Run-Off, the critics have been silenced.

Briefly, the top three drivers in each Class, in each of the six Divisions will be invited to Riverside in California, the weekend of November 12-15, for the sole and simple purpose of establishing "true" Class Champions.

In D Production therefore, a total of 18 drivers will line up on the starting grid — and possibly one third of those will be TR-4 drivers. For Triumph is doing very nicely thank you at the Divisional level as well!

In the Southeast Division, Triumph drivers lead each of their respective Classes — Dr. J. H. St. John leads DP with his TR-4; Mr. C. J. McNeer leads FP with his TR-3, and Mr. Don Kearney leads GP with his SPITFIRE.

That old warhorse Charlie Gates (he's been campaigning a Triumph for three years now after switching from Porsches — and he's just passed his 51st birthday) is in a solid 2nd place in DP in the Pacific Coast Division. In FP Orris Anson has it all but wrapped up with TR-3 as does Ed Barker in a GP with his incredibly quick SPITFIRE.

John Goans, Jr., and C. S. Trospen are fighting it out with their TR-4's in DP in the Midwest Division for the Championship. However, both will undoubtedly 'make the scene' at Riverside. Bob Tullius has a comfortable lead in DP with his potent TR-4 in the Northeast Division.

In the Southwest Division, Doug Dillon is fighting off the challenge of Lynn Beaumont in an Austin-Healey 3000, to take top honors in DP with his TR-4. In that Division's FP Class, five of the top six places are occupied by TR-3 drivers. Heading the list right now is Tim Burr, 2nd is Bill Bagby, and 3rd is Buell Owens all with their TR-3's. And Don Davenport is at present in 3rd spot in GP with his SPITFIRE.

Another Don — this time Don Bowman is in a solid 2nd place in GP with his SPITFIRE in the Central Division.

The concept of the Inter-Divisional Run-Off is entirely new, and will undoubtedly provide some of the finest racing to be seen this season. The competitors who are invited will have their accommodations and most meals paid for while at Riverside, through the enlightened sponsorship of the publishers of SPORTS CAR GRAPHIC magazine. And they will also receive an allowance towards traveling expenses from the SCCA.

With up to 3,000 miles separating them, drivers from the East and those from the far West have rarely met in open competition. Over the years there have been many "19th hole" — to borrow from another sport — discussions as to whether the East or the West produces the better drivers.

The Inter-Divisional Run-Off is certainly going to prove something!

Spitfire Great; So's Service

By John Hearst, Jr.

It used to be accepted as valid to say, "I wouldn't own a sports car, 'cause you can't get parts." Well, if you happen to own a Triumph SPITFIRE, don't worry about a thing for the Triumph people learned, after a very few years selling their cars in this country that, next to the excellence of the basic product, nothing makes the owner happier than an efficient and a readily-available service network.

I must say I was impressed to find on the map shelf (of the SPITFIRE that Triumph was kind enough to loan me for the weekend) a small 28-page book that listed service centers for North America complete down to Taylor's Tune-Up Center in White Horse, the Yukon.

TRIBUTE TO MAKERS

So much for what you do if something should happen to come unglued, which in the case of the SPITFIRE is quite unlikely. Here is a well-thought-out little sports car which is a tribute to English engineering excellence. And the price is a bit of all right too, for you can own a SPITFIRE for but \$2,200. This includes front wheel disc brakes, independent suspension, and many other items that on other cars would be extras!

Though it does fall a bit short of its namesake in terms of performance, the SPITFIRE does hold its own very nicely among cars of equal engine size (a mere 68 cubic inches). The suspension is quite effective and the handling is above average for cars of size and price. But the nice part is that, thanks to a long list of options, power can be increased and the ride and handling characteristics can be made the equal of cars bearing unpronounceable names and costing many thousands of dollars.

TURNS IMPRESSIVELY

Proof of this is that the SPITFIRE, every weekend, is winning races the world over. Much of this success is due, in no small part, to the interest that Triumph takes in the support of racing owners. Technical aid is readily available to any SPITFIRE owner who cares about racing, as well as financial support to the better drivers who can prove themselves in competition.

But even if racing is not to be indulged in, the SPITFIRE owner will still have a car that'll do an honest 90 and the quarter mile in an eye-lash over 19 seconds. The SPITFIRE is sporty, comfortable, and those 24-foot U-turns are most impressive.

This was John Hearst, Jr.'s column in the August 8 issue of the NEW YORK JOURNAL-AMERICAN. We thought those of you who may be considering trading your TR-3 for a SPITFIRE . . . well, this is one writer's objective opinion of the car.

We Borrowed This One . . .

from ROAD & TRACK

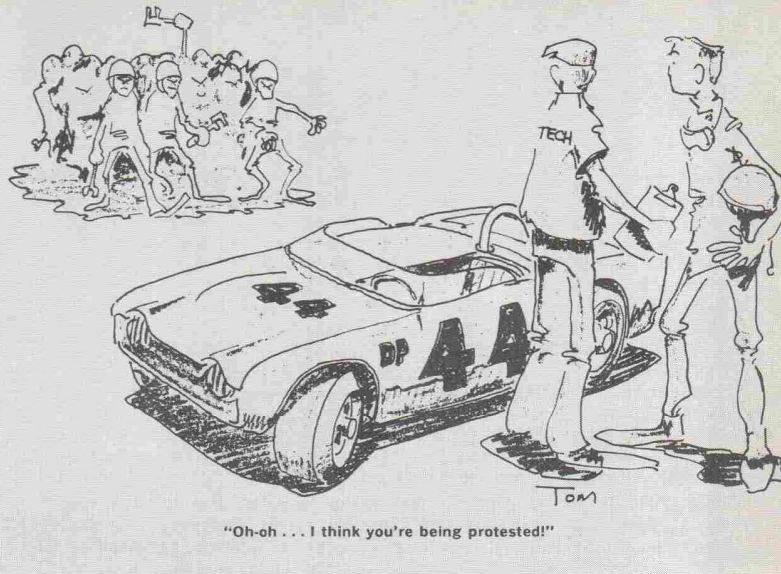
In which one James Cummins gives a selection of answers to seldom-asked questions.

My boy friend makes sports car noises in the movies. He grabs hold of my kneecap and goes "brumm-brumm-brumm." How can I get him to pay attention to me?

Boondock, Maine

K. F.

This is a tricky question. If you are sitting on his right, he thinks your knee is a gearshift knob and he is somewhere out on the open road. In this case, it would be wise for you to make squealing tire noises from time to time. He will appreciate this because it is difficult for him to make engine noises and tire noises at the same time. But if you are sitting on his left, he is probably only being affectionate. Your best bet would be to gaze up at him and tenderly go "brumm-brumm-brumm" yourself.



"Oh-oh . . . I think you're being protested!"

This looks mighty like a TR-4 to us . . . and is it just a coincidence that Bob Tullius' number is 44?

reprinted from SPORTS CAR GRAPHIC

Around the Clubs



Our thanks to Bob Richardson, Secretary-Treasurer of the recently-formed TYEE TRIUMPH CLUB, Seattle, Washington, for the photo of club members enjoying a picnic. Bob requested that we let all TSOA members know that THE CLUB NEEDS NEW MEMBERS! So if you want to join a really enthusiastic bunch of Triumph owners, and help in making the club grow, well give Bob a call at LA 5-7275.

The club recently held its 'Switchback Rally', in which the route wound through the Green River valley, ending at Dash Point State Park on the shores of Puget Sound.

First three places were taken by Jay and Bette Sandberg, Richard and Phyllis Krueger, and James Vey and Clyde Cutter.

Mrs. Freddie Thunberg, Secretary of the TRIUMPH OWNERS CLUB of EL PASO, Texas, kindly sent us details of the club's second event since its formation. The event was held August 2nd, and according to Freddie "was the first of its kind, to our knowledge, held in El Paso, and was most unique."

She went on "A rallye began in the morning from Vic Thunberg Motors, lasting about two hours, ending up at the Northgate Bank across from Northgate Shopping Center. After all entrants checked in, they continued on to the three following events, namely the cloverleaf, slalom and gymkhana. Each contestant ran these events three times and accrued points in their respective Classes. Trophies were given later after a short Hare 'n' Hound to find the place where refreshments were served."

Overall winner was Lt. Ed Anderson from Biggs AFB, in his SPITFIRE. And Freddie, competing against the men . . . well she won the Class D Trophy. Congratulations to the club, and keep us posted on your activities.

Any TSOA members in the El Paso area who'd like to contact Freddie, here's her address: 8949 Dyer Street, El Paso, Texas.

TACONIC AUTUMN TOUR III

October 24 - 25

Plans are well underway for Taconic Autumn Tour III, a two-day, 400 mile, TSD rally run by the Taconic Auto Sports Club of Yorktown Heights, N. Y. Chief Scorer and acting Tour Coordinator last year, Richard Klein will chairmen Tour III, scheduled for October 24-25. Of national caliber, the rally, run in three daylight phases through New York and its bordering states, is designed to appeal to both expert and novice. Mileages have been measured to the 1/1000th of a mile in a car equipped with a mechanical odometer and Michelin-X tires. Timing will be to the 1/1000 of a minute by split-second chronographs with CHU or WWV at controls.

The event will start at the Yorktown Motor Lodge, US 202 off Taconic State Parkway, Yorktown Heights, N. Y. Technical inspection will be open from 7:00—10:00 p.m. on Friday, October 23, and until 30 minutes before time off Saturday, October 24, with car number One leaving at 7:46 a.m. Sunday's finish is also convenient to the Taconic State Parkway—Club Nino, Rt. 6, Jefferson Valley, N. Y.

This is the one weekend rally in the Greater New York area on which the social aspects are considered as important as the high caliber of the event itself. The weekend's calendar includes an informal gathering of early arrivals at the Yorktown Motor Lodge on Friday evening. Plenty of time is allotted for lunch stops, etc. Overnight headquarters will be established at the recently refurbished New Roxy Hotel, Lock Sheldrake in the Catskills, which offers excellent cuisine, an indoor swimming pool, and a night club with two bands and two shows. Sunday's run, Phase III, will bring the rallyists to the site of the Victory Dinner and Presentation of Awards.

Awards will include Overall trophies (duplicate driver-navigator) to ten percent of the entry; 1-3 Unequipped; Best 3-car team (all crew members); Best Triumph, sponsored by TSOA; Best Sunbeam; Best Jaguar; Best Volvo (and other marque awards). In an attempt to avoid duplication of award winners, Taconic will present trophies in the following categories to those not qualifying for Overall Awards: Best Phase I; Best Phase II; Best Phase III; Best Husband & Wife; Best All-girl Team; plus area awards, and many others. Trophies representing \$1000.00 were presented after Tour II and, of the eight Triumphs entered, three went home with awards. Social hostess for Tour II was Aliza Erber, Miss Greater New York in the 1963 Miss Universe contest, for whose use Standard-Triumph provided a powder blue Triumph 1200 convertible.

Registration fee is \$10 until September 20, \$12.50 September 21—October 10. 3-car Team, \$1 extra. Package accommodation rate offered is \$30 for two, which includes two in a room with private bath, hot and cold buffet dinner, and a full choice of a very extensive breakfast menu. Write Tour III, Taconic Auto Sports Club, Inc., Box 231, Yorktown Heights, New York, 10598, or call Mrs. Donna Leslie, Registrar, (914)Y02-3097.



Members of the Tour Committee inspect pictures of the route. L to R: Dick Leslie, Chief Scorer; Rich Klein, Rally Chairman; Marie and Jack Ryer, Official Photographers; Donna Leslie, Registrar.

photo by Dumont Studios



Yeah! Charlie . . . I know — keep it down to 5500revs. But Charlie . . . three pedals??

CLASSIFIED

FOR SALE: 1963 TR-3B with transistor ignition — \$1,695. Contact: William Fingerle, 584 Stanton Ave., Baldwin, New York. Phone: BA 3-7052.

FOR SALE: Black tonneau cover for TR-3 or TR-3A. Practically new — \$20.00. Contact: Capt. Dale W. Brink, Hq. AFLC, Box 521, Wright Paterson AFB, Ohio.

FOR SALE: 1963 TR-4 Roadster. White with red interior and black top, wire wheels, radio, heater, seat belt, never raced — excellent condition \$2,195. Contact: C. B. Hutchison, Jr., 1036 Creston Rd., Berkeley, Calif. Phone: (415) LA 4-1051.

FOR SALE: One rear seat, horizontal part for TR-3, red, very fine condition. Make offer. Contact: L. Ray, Box 400, Hazelwood, Mo.

FOR SALE: 1 black soft top for TR-2 — \$43.75. 1 black soft top for TR-3 — \$43.75. 1 black soft top for TR-3A — \$43.75. 1 black soft top for TR-4 — \$54.95. 1 black soft top for Spitfire — \$54.95. All of above tops are brand new and are all vinyl tops.

1 wood rim steering wheel for TR-3's with non-adjustable steering — \$36.75. 1 wood rim steering wheel for TR-4's — \$36.75. 1 wood rim steering wheel for Herald's — \$36.75. All above steering wheels are brand new. Contact: Paul H. Stern, Jr., 1026 Willow St., Pike, Lancaster, Penna.

FOR SALE: 1962 TR-4. Engineer-owner has kept car in very good condition. Runs like new. Shop manual and spare parts — \$1,650. Priced for quick sale due to impending matrimony. Contact: W. Drohan, 467 Beacon St., Boston, Mass. or 17 Arizona Terrace, Apt. 12, Arlington, Mass. — after August.

FOR SALE: For Triumph TR-3 or TR-4 — modified crankshaft, lightened, polished, balanced, x-rayed, stroked .028. Modified pistons to go with crank. Lightened, balanced, 87 mm, oil grooves, Moly coated, .025 off top, full floating pins, ova leut. Eight 86mm Pistons (Stock TR.) — 4 are balanced '57 Transmission — complete (No O.D.) lightened and balanced flywheel (18 lbs.), '57 Starter — perfect (fits above flywheel). Two mechanical fuel pumps. Contact: D. G. Dillon, 6718 Dillon St., Houston, Texas. Phone: MI 9-7075.

FOR SALE: 1960 TR-3A, yellow, white top, tonneau cover — low mileage — \$1,100.00. Contact: Gene McCaffrey, 420 S. Spruce, Greenville, Ill. Phone: 618-644-1400.

FOR SALE: TR-3 windshield (new) \$54.00. Contact: Hen Dave, 301 E. Main St., Lititz, Penna.

WANTED: One TR-2 Service Manual — Contact: Robert R. Payne, 35 Old Mill Rd., Rochester, New York 14610.

WANTED: Factory workshop manual for a 1960 TR-3A. Must be complete and in fairly good shape. Contact: L. H. Lewis, 925 North 14, Waco, Texas.

WANTED: Hardtop for 1959 TR-3. Any color. Contact: Van E. Snyder, 116 Cloves Terrace, Waterbury, Connecticut.

TSOA SUPERMARKET

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-3, TR-4 Competition Preparation Booklet	\$1.25
SPITFIRE Competition Preparation Booklet	\$1.25

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

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