



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

VOLUME 11, NO. 2

Editor: Alan W. Holmes

FEBRUARY, 1965

## *Triumph At Sebring '65*

Triumph are to return to Sebring this year to compete in the 12-Hour Grand Prix of Endurance . . . team will consist of three factory-prepared SPITFIRE GT fastback coupes . . . the 12-Hour grind starts 10 am March 27.

The SPITFIRES have been specially built-up for the event . . . have aluminum and fiberglass body panels . . . highly-tuned Weber-carburetted engines pushing out over 100 horses . . . Kastner, Triumph's Competitions Manager in the U.S. recently returned from a 10-day visit to the factory in Coventry, England . . . was mightily impressed with the thoroughness of the preparation for this most gruelling of endurance races . . . Kas will act as team manager at Sebring.

This entry is the first official effort by Triumph since their first, second, fourth in Class with TR-4's in 1963. Triumph are relying heavily on people who have done well in SCCA racing with their cars, in their selection of drivers . . . Bob Tullius gets a ride and he shouldn't need any introduction . . . Ed Barker and Duane Feuerhelm, top SPITFIRE drivers from the West Coast have received invitations . . . Charlie Gates, veteran campaigner with his TR-4, will be there . . . and completing the 6-man team, Peter Bolton from England and Mike Rothschild from New Jersey, both experienced Triumph competitors. Don Kearney from Clearwater, Florida—the Southeast's GP Champion in 1964 has been named as reserve driver. According to reports the SPITFIRES have been improved in power and handling since their debut at Le Mans in the 24-Hour race last June . . . at that time the cars were hitting over 135 mph down the long Mulsanne straight . . . this should make for quite a scene at Sebring. . . . There will be a TR-4 running . . . private entry driven by Barry Martin from Montreal, Canada. This car is being prepared very carefully. . . .

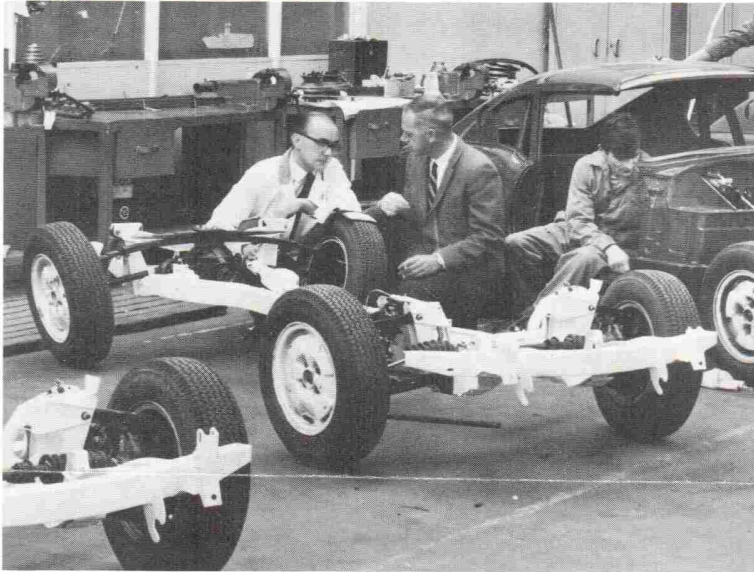
Sebring is one of the toughest courses in the world . . . tough on the car's suspension, gearbox . . . and the drivers . . . your editor will be there . . . next issue full coverage of Triumph at Sebring '65 . . . say a little prayer willya!

**Shortly after the start of the 1963 event and that's Charlie Gates in number 38. That year—the last time Triumph competed at Sebring officially—the three-car team of TR-4 Hardtops finished 1st, 2nd, 4th in Class. Our best wishes to the team of SPITFIRES — and Barry Martin with his TR-4.**





# *Before the event . . . ye shall prepare*

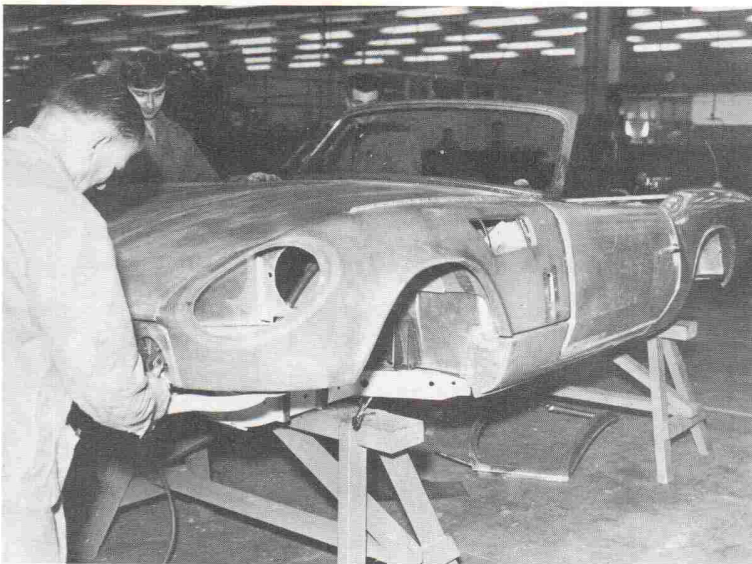


*Now this is preparation . . . as we said in our page one article, the cars are being built-up specially for the event . . . 'Kas' — he's the guy that's dressed . . . in sports jacket and tie . . . confers with one of the engineers. . . .*

*Here a body shell is being built-up . . . aluminum and fiberglass . . . note the special cooling vents on the side of the front fender. . . .*

*A little further on in the preparation and the hinged front section is gently lowered into place . . . clearly visible here are the factory-made alloy wheels. . . .*

*Photo in bottom right corner shows the line of the fastback hardtop which greatly assists with the overall aerodynamics.*



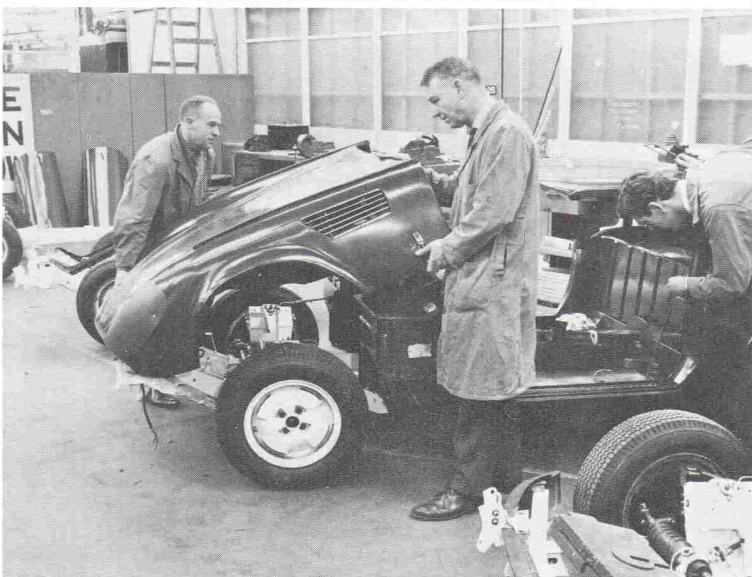
**Upon his return from the factory in England, 'Kas' Kastner and your editor had a beer . . . or two . . . and we had a real opportunity to obtain his impressions of the factory's preparation of the Sebring SPITFIRES.**

**Possibly these are the best summed up in a quote we managed to write down on the back of the menu . . .**

*"The first thing that impressed me was that there was a generation of interest . . . and pride . . . everywhere for the Sebring project. Each man involved worked on his separate part with the attitude . . . that even if everything else breaks . . . by George! . . . his particular part would stand up. When you have a complete car that is built with that attitude and interest . . . well . . . you get the best.*

*Nothing was too much trouble to do . . . I had to smile at the matter of fact and rather casual look on the men in the engine test section . . . as the Sebring engines were run up to full throttle and load . . . and held there. It was difficult not to get the feeling that they knew they had built a good piece of equipment and were willing to put their workmanship on the line.*

*I came back to the U.S. with the feeling that the only differences between Ferrari and Triumph . . . will be that they have larger engines . . . and that their cars are red.*





## Racing Assistance Program

Triumph's Competition Department has confirmed that the Racing Assistance Program—about to start its 4th year—is to be continued unchanged for 1965.

Events covered by the program include only National Championship races—no others.

The Department emphasizes that the effectiveness of the program depends to a large degree on the cooperation of drivers in sending along the results of races just as soon as possible after the event.

The following information is required:

Event: where held: date: overall finishing position (where Classes are combined): finishing position in Class: names and finishing positions of other TRIUMPH drivers in the race.

Address your report to—Alan W. Holmes, Coordinator—Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N. Y. 10022.

If you'd care to drop a line to the guy whose name appears above, he'll send you a supply of Race Result Forms for your use. Nothing like making life easy . . . !

## All-New Competition Preparation Book for the TR-4

A completely new Competition Preparation Book for the TR-4 will shortly be available from Triumph's Competition Department.

This new edition contains the latest and most up-to-date technical data on race-preparing your TR-4, to achieve maximum performance coupled with renowned Triumph reliability. Written by R. W. Kastner, Triumph's Competitions Manager for Triumph in the U.S., the book boasts of an oil, water and gasoline resistant cover, over a dozen photos and diagrams by the author, and a special section for those owners wishing to increase their car's performance, but who use their TR-4 mainly on the street. This section will be of particular interest to those intending to compete in gymkhanas, slaloms, etc.

The new book is loose-leaf style to allow the insertion of additional sheets containing new data as and when this becomes available.

Cost of the new TR-4 Competition Preparation Book is \$2.00. For your copy send check or money order (no C.O.D.'s) to: Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N. Y. 10022.

## Enthusiastic Triumph Salesman Wins Sportsman of the Year Award

According to a news clipping we received from WEST MOTOR SALES, Triumph Dealers in Roanoke, Virginia—

*"Don Constable and Les Nance have been named co-winners of the Old Dominion Sports Car Club's Sportsman of the Year Award."*

Les Nance is a salesman at West Motor Sales . . . The report went on:

*"Each driver earned 36 points for finishes in five rallies, two gymkhanas, two autocrosses, and an economy run, plus participation in other club events. Both drive Triumph TR-4's."*

*"Constable, the 1965 club president, won two rallies, Nance, the club's new vice-president won one rally and finished high in two gymkhana speed events."*

**Congratulations gentlemen . . . and our very best wishes to you in the coming year's events.**

Recently, it has seemed that just about every month a new local Chapter of TSOA has been started by a group of enthusiastic Triumph owners somewhere in the country . . . and we are delighted! The more the merrier . . . as someone once said.

Latest to get started is:

**TSOA CLUB OF HARRISBURG**  
Box 2541  
Harrisburg, Pennsylvania.

This club is being backed by the local Triumph Dealer—**HARRY CRAMER, Inc.**, Steelton—and this is a development we always like to hear of.

**NOW . . . you TSOA members in the Boston, Massachusetts area . . . we received the letter reproduced here . . . and we're not saying another word! It's up to YOU.**

# TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION



TRIUMPH SPORTS CAR OWNERS . . .

May I have your attention for a few minutes?

Do you know that Massachusetts, Boston and vicinity, in particular, has no chapter of the Triumph Sports Owners Association?

**WE NEED A BOSTON CHAPTER OF THE TSOA!!!**

The Triumph Sports Owners Association is an international organization, with many local chapters.

We in the Massachusetts area see our fellow owners in TRs on the highways and around the city too. We meet at rallies or other occasions, but we are always surrounded by those "other" cars. Why not have a Boston chapter of the TSOA so we can meet each other personally and talk TR shop with our friends.

That means we will hold rallies, trials, gymkhanas, parties and other events for both competition and relaxation.

**SHOW YOUR PRIDE IN A GREAT MARQUE.**

Let us, you and I, start the Boston chapter of the Triumph Sports Owners Association.

If you are truly interested in this project, call me, Paul E. Johnson, at my home in the evening and we will talk. The phone number is 643-9797. Or if you are outside the Boston telephone area, write to me at 22 Morton Road in Arlington, Massachusetts 02174.

# A Brace of Threes



Here's a photo of the overall winners of the 1964 Maryland Monte Carlo — a three-day event sponsored by the Baltimore Area Sports Car Council — on the left, Skip Berends (navigator) and on his left, Ray Little the owner/driver of the good looking TR-3.

The exciting weekend began with a night rally from Baltimore to Ocean City, Maryland. This was followed on Saturday by an autocross at the Ocean City Airport. Between events there were festivities and parties and all that jazz . . .

On Sunday morning the cars left for a tough rally back to Baltimore, by way of the dirt and sand roads of lower Delaware, then into Pennsylvania and south again into Maryland and the city of Baltimore.

The rally back can usually guarantee miserable weather — and this time hurricane Gladys made her presence felt. However, Ray Little's stock TR-3, with the exception of a mechanical odometer on the navigator's side, churned through the mud to win this part of the event. This, together with high-placings in the night rally and autocross did the trick. Both Skip and Ray are active members of Gunpowder Motor Sports Club, who were kind enough to send along the photo/story.

We received the above photo along with a letter from Carl Mofield . . . here's part of his letter . . .

*"Enclosed is a picture of the TR-3 marque award winner of the 1964 Sports Car Olympics. The driver was Charles Seeley, Jr., and the owner Carl Mofield, both members of the Alpine Touring Club.*

*Sports Car Olympics is the West's largest participant sports car event . . . an annual three-day event held at Squaw Valley, California over the Labor Day weekend . . . sponsored by the Northern California Sports Car Council and its 50 member clubs. Triumph marque awards were donated by Leyland-Triumph . . .*

*Marque points were accumulated by placing 2nd in Class in the high speed Autocross, 3rd in Class in the Equalizer Autocross and 5th overall in the Night Rally . . . This car with the owner driving was also best-placed Triumph at the Cobb Mountain Hillclimb . . . best time in its Class and 7th overall. . . . To quote sports car mechanic John Sternbergh of Lafayette, California who maintains the 95,000-mile-old car: 'It would cost trophies to go to a TR-4!' . . ."*

## CLASSIFIED

**FOR SALE:** Tonneau cover — black for TR-3A. Like new — \$20.00. Two Dunlop snow tires, 600-15, used for one season — \$30.00. Contact: Erroll H. Stoltz, 81-05 135th St., Kew Gardens, N. Y., N. Y. 11435. Phone BO 3-7191.

**FOR SALE:** TR-4 1962. Blue, only 15,000 miles, never raced. Detachable hardtop, radio, heater, tonneau cover, seven tires. Everything in excellent condition — \$1,750. Contact: Robert Carmello, 11 Highwood Drive, Dumont, New Jersey. Phone: (201) 384-0083.

**FOR SALE:** Electric Overdrive for TR-3,4. Complete with short mainshaft, gearbox extension and all electrical components. Ready to install. Contact: Bill Page, Dogwood Acres, Chapel Hill, North Carolina.

**FOR SALE:** TR-4, 1964 specs, wire wheels, new Pirelli cinturatos, radio, heater, driving lights, sway bar, trans. ign., electric fuel pump, talbot racing mirrors, tonneau, new exhaust and shocks, floor mats, trailer hitch, and extras, in excellent condition. Contact: John Sramek, Hilbert, Wis.

**FOR SALE:** 1959 TR-3. White with black hardtop, tonneau cover and soft top, overdrive, seat belts, 4 new Firestone tires — 40,000 miles, very good condition — \$950. Contact: R. G. Wall, 2425 Sackett Ave., Cuyahoga Falls, Ohio. Phone: WA 8-8342.

**WANTED:** One S.U. side draft carburetor for TR-3 Mo. H-U6. Contact: A. Turchany, 3605 N. Janssen, Chicago 13, Illinois.

**WANTED:** Tonneau cover, top and side curtains, any color for 1959 TR-3. Contact: D. J. Sobo, 3109 Purdue Ave., Los Angeles, Calif. Phone: 391-3596.

## 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 . . . . .	\$2.00
SPITFIRE Competition Preparation Booklet . . . . .	\$1.25

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 Sports Car (TR-2, TR-3, TR-4 or Spitfire), Herald Sports Coupe, 1200 Convertible, or Sports Six, or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.*