



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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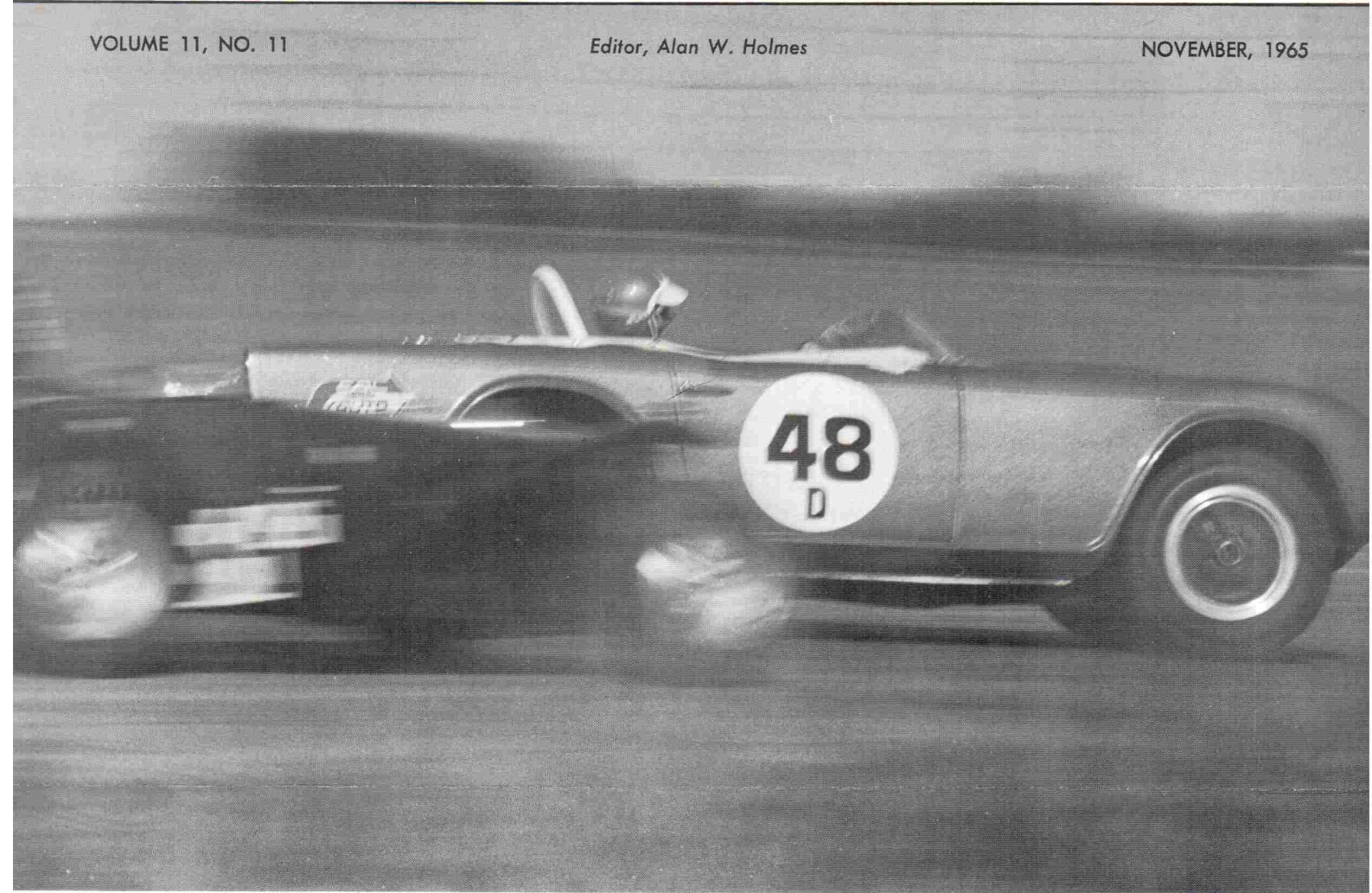
GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

VOLUME 11, NO. 11

*Editor, Alan W. Holmes*

NOVEMBER, 1965



Remarkably successful season for Triumph drivers in Sports Car Club of America competition.

Over twenty top Triumph drivers to compete at the American Road Race of Champions at Daytona.

TR-4A to compete in D Production next season . . . SPITFIRE Mk 2 in G Production.

And the guy above making a TR-4 move along quite rapidly is Steve Froines from Northern California.

# Triumph In Competition

Yet another remarkably successful season for Triumph drivers . . . in the SCCA's Midwest Division a clean sweep for 'our guys' . . . Vic Campbell TR-4 1st in DP: Bill Riggs TR-3 1st in FP: Dr. David Kiser ('the flying doctor') SPITFIRE 1st in GP: in the Northeast Division Bob Tullius TR-4 1st in DP (4th-year-in-a-row he's copped a Championship for Triumph): Brian Fuerstenau TR-3 1st in FP (he's the 'magic fingers' of Group 44): Dick Gilmartin SPITFIRE 2nd in GP: in the Southwest Division, Bill Bagby, Jack Jewell, Buell Owen and C. J. McNear all driving TR-3's finished in that order in FP: Don Smith and Don Davenport were 1st and 2nd in GP with their SPITFIRES: Don Kearney again won the Southeast Division GP title in his SPITFIRE . . . (take a deep breath) and finally in the Pacific Coast Division — as most of you know from last month's NEWSLETTER — TR-4's finished 1, 2 and 3 in DP: TR-3's finished 1 and 2 in FP . . . and Charlie Gates won the D Modified title in the TR-4A.

A total of 11 Championships have been won by Triumph drivers this season, which by any yardstick is pretty darned impressive! Now we come to the American Road Race of Champions at Daytona, November 24-28. This important event is patterned after the inaugural ARRC held last year at Riverside, California. Briefly, the top three drivers of each Class in each of the SCCA's six Divisions receive invitations to compete against

each other at the ARRC — truly a 'Race of Champions'. Should one of the top three not be in a position to attend, then the invitation is given to the 4th place finisher, then the 5th and finally the 6th place driver. However, only three drivers qualify in each Class per Division. The SCCA provides some assistance with the competitor's travelling expenses, provides motel accommodation, meals, etc., with an assist from the promoters.

Standard-Triumph's Competition Department informs us that there are 26 Triumphs eligible to compete at Daytona. And to date a total of 23 drivers have indicated that they will be there. This is shaping up as the event of the season!

Bob Tullius in the Group 44 white TR-4 will be up against Bill Pendleton, Steve Froines and Lee Herbert—Bob is from Virginia, Bill, Steve and Lee are all from California—and they'll all be driving 4's.

Brian Fuerstenau in the Group 44 TR-3 will do battle with Jimmy Dittmore's TR-3 . . . and we've an idea that Lee Midgley and Bill Riggs, both in 3's will not be happy with 2nd place!

Of course, there are other cars competing in Triumph's Classes. Like Sprites, and Midgets and MG-B's and Volkos, and Jaguars, and Datsuns, and Porsches. . . .

(We have to admit that that's hardly equal time for the opposition. Tough. . . !)

## Next Season

The SCCA Car Classification Committee have announced their decisions . . . the TR-4A with either IRS or solid rear axle will compete in D Production. The SPITFIRE Mk 2 is in G Production as anticipated. (The Datsun SPL 311 is in F Production . . .)

The list of competition options is being up-dated to include items for the TR-4A. As soon as complete details are available, we'll let you know.



*Fine shot of Don Smith in action . . . Don won the GP Championship in the SCCA's Southwest Division and will be at Daytona. The car is owned by Robin Eschazier of Alamo Sports Cars, Inc., Triumph Dealers in San Antonio, Texas. (And if you think that's a plug for a Triumph Dealer that we 'dig' . . . you could conceivably be right!) Both the Dealer and driver . . . and let's not forget the guy behind the wheel . . . have done a great job this season. (Oh yes! We can attest to the fact that Mr. Eschazier is refreshingly truthful. In the note accompanying the photo he let us know that Don didn't actually beat the Cobra!)*

We picked this up from 'THE TRACTOR' — Newsletter of the Triumph Sports Owners Association of Melbourne, Australia. Actually this had appeared previously in 'Motorsport News' and 'The Muffler' — Newsletter of Toronto, Canada, TSOA. However, we still think these paragraphs bear reprinting . . .

### HOW TO RALLY IN A . . .

**VALIANT:** Wear a black driving suit with day-glo orange stripes. Try to sell Valiants. Look important. Drive at 100-plus. Tell every checkpoint he is at least seven-and-a-half feet out of position, and that his watch is two seconds slow. Never rally with less than three Haldas. Streamline the car with racing stripes. Scribe cracks in the windshield and hammer dents into the roof. Look tough.

**VOLKSWAGEN:** Be fanatic. Be dependable. Run flat out all the time (3600 rpm). Chew voraciously on chunks of Knackwurst and Kase. Call your navigator "Ein Dummkopf". Call the exhaust pipes "Huspuffahren". When asked, be unfamiliar with such things as "Economy Car" and "Oversteer" and "Wind Sensitivity". Slide sideways around corners yelling "Seig Heil!" and "Wolfsburg Uber Alles!" Say the Porsche is an expensive VW.

**FORD FALCON:** Run with straight pipes and at least 3-degree rake. Know how to pronounce 'Ljungfeldt'. Be familiar with expressions such as 'simulated wood-rimmed steering wheel', 'total performance' (memorize this), 'King of the Mountain', 'King of the World', 'KING'. Carry suitcases full of shock absorbers. Never rally with less than nine driving lights. Streamline the car with racing stripes. When asked, be familiar with such things as 'Weber carburetors' and 'fiberglass' and 'Mini-Cooper'.

**MINI-COOPER:** Make sure everyone knows who you are even without your car on. Be diabolical. Suck everyone into turns at 80. Know how to come out of such turns. Avoid large potholes. Avoid large dogs. Wear a crew-neck sweater and grin incessantly (except when being passed on a straight road).

**PORSCHE:** Look like a count. Wear black boots and an Iron Kreuz. Shift gears rapidly and constantly even when not in the car. Say: "Ze Porsche is de essence of efreesing vas a motor car ist", and "Why de Rhally instructions alviss in Enklish ist?"

**JAGUAR XK-E:** Shift slowly. Know how to use the throttle to play 'Rule Britannia' on the exhaust pipes. At night, turn off the headlights and fly by the instruments. Avoid rough roads. Call the Rally Organizers "Stupid Clods". Fill the windshield washers with Gin and Tonic. Say "Every troo spohts cah has threeree windshield wipahs".

**MG-TF:** Wear baggy, tweedy pants . . . an old school cravat, have long straight hair, and smoke a pipe. Say "No true sports car has roll-up windows". Carry an inner tube patching kit.

**SPITFIRE:** Turn 24-foot turning circles around the control car, rolling the windows up and down furiously. Act sassy.

**TR-4** Turn up your nose at 'sporty compacts'. Arrive at every control half-an-hour early, drifting in sideways and showering the control car with gravel. Say "Ruddy good sport" and "Ripping good fun" . . . and "I say you chaps wouldn't have any Bitter Lemon, would you?"

# The 1965 Canadian-American Triumph Meet

The annual C-A-T Meet was hosted this year by the Toronto TSOA Club, and from all reports we've received, they did a fine job of providing a weekend of interesting activities.

As the TRIUMPH TRACKER — Newsletter of the Rochester TSOA group — described the weekend: "... it's like combining a Hootchenanny, race weekend, Christmas and college reunion into one big, wonderful ball..."

Apparently, 25 club members made the trip from Rochester to Toronto ... and a few from Detroit TSOA.

Naturally the Toronto hosting club had laid on a rally ... the Supplementary Rules and Regs of which are reproduced here for your greater enlightenment and academic interest:

## THE CAT MEET RALLY SUPPLEMENTARY RULES AND REGS

**Date:** The Twelfth of Never

**Start:** Somewhere in Peterboro

**Time:** As soon as the hangover wears off, 10 a.m. we hope.

**Entry Fee:** One plugged nickel. If you can't get this, the organizers will think of something.

**Type:** A gruelling hundred miles with thirty two high speed special sections over the worst roads possible. The navigation shouldn't be too difficult, but a Univac would be an asset.

**Gas Stop:** Not necessary if driving an economical Triumph product. If you are driving anything else, we feel sorry for you.

**Coffee Stop:** Not necessary if your unsettled stomach would allow you to eat breakfast.

**Lunch Stop:** Yes if you reach the end.

**Other Stops:** As needed, by driver or navigator (no time allowance).

**Checkpoint Procedure:** We realize that American rallies allow the driver and navigator to remain in the car and be timed electronically, however we also know that the average American is 5 pounds heavier than his Canadian counterpart. Therefore we are going to do our bit to get rid of this excess blubber. We therefore insist that all competitors pass the checkpoint vehicle, pull off to the right as far as possible, stop the car, and then one

person must go to the checkpoint for his time. Times will be recorded as the marshal accepts the card.

**Protest Procedure:** We do not want any protests at the end of the rally. We have therefore issued each marshal with a set of brass knuckles and instructed him to settle any disputes on the spot.

**Technical Data:** This rally was laid out in an overpowered, under-braked Envoy Epic with 9.00/20" tires and a trip master driven off the steering wheel. Ground temperature was 100 degrees Centigrade and the coefficient of expansion was nil. (Damn good tires). All mileages given are guaranteed correct within plus or minus 50 per cent.

**Timing:** Timing will be to the nearest whole minutes: i.e., 29" before to 30" after constitutes a minute. Timing is non-accumulative, between checkpoints. We hope you can understand this because we can't get it through to our marshalls. All watches will be set to WWV time signal and are guaranteed to be within five minutes of the correct time.

**Crews:** At least two persons to a car. However, if the driver feels that he can put up with more than one navigator attempting to get him lost, he may carry more.

**Eligibility:** Each member of the crew must have been born, and must be able to fight.

**Trophies:** Trophies will be awarded to the first, second and third overall crews and to the first American and first Canadian crews otherwise placed, on the condition that the organizer's splitting headache doesn't interfere with his mathematical ability.

**General:** Always stay on the main road unless told to turn off. Jog Right means turn right and within .10 miles, turn left. Don't get lost: the natives are restless in this part of the country.

**Penalties:** 1 point per minute early or late.

50 points for missed checkpoint.

10 points for wrong direction at a control.

Disqualification for not being nice to the organizer on Saturday night (i.e. free drinks, etc.)

**Ties:** Will be broken at the discretion of the organizer. (Read the last two lines in the above section. This may help the organizer to decide).

## TECHNICAL TIP

### HOW TO MATCH A VAGUE SPECIFICATION

If you are a technically sensitive sports car lover, it may hurt you right here when you read that a distributor cam should be lubricated with a "light film" of approved lubricant. This brilliant specification is usually qualified somewhat with a caution that you shouldn't use "too much" lubricant.

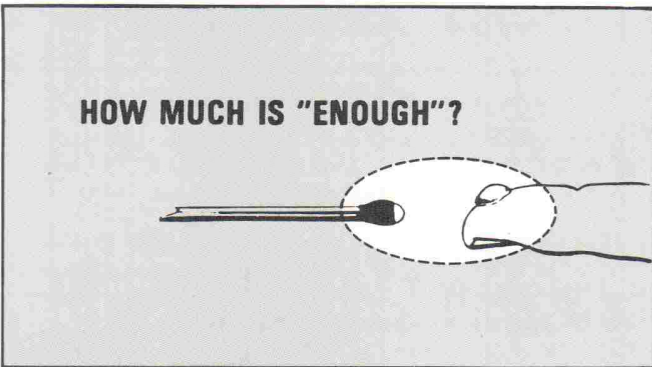
To pinpoint just how much distributor lubricant it takes to do the job, the Service Engineers at Champion Spark Plug Company conducted a series of tests on typical distributors with various amounts of approved lubricant. That is, they went from "light-light film", to "heavy-light film", to "light-heavy film", etc. After much testing, it was determined that the correct amount of lubricant, in all typical cases, was that amount which equaled the size of a kitchen match head.

It was determined, also, that greater amounts of lubricant would lead to "splattering" and contamination of the distributor breaker points. Lesser amounts would not lubricate the cam-to-rubbing block contact sufficiently to hold down friction to tolerable levels.

Champion can cite the "match head" specification in more technically correct language, but the graphics of the specifications seems to give a much better picture of "how much is enough".

Incidentally, it is very important to use only approved lubricant for the distributor cam. Petroleum jelly, engine oil, axle dope, and even "greasy kid stuff" will lubricate alright, but they will break down and contaminate the points so quickly that point manufacturers will put you on their lists of preferred customers.

reprinted courtesy Champion Spark Plug Company



## We're reprinting this without comment

From "The Roadrunner" — Newsletter of the Detroit Triumph Club

On September 12, the Detroit Triumph Club assisted by members of the Oakland County Road Racing Club and a few non-affiliated drivers, took 32 boys from the St. Vincent and Sarah Fisher Home on an outing for the day. The agenda for the day was as follows: A boy being assigned to a specific car and driver for the day; a ride through the country ending at Kensington Park; games of various sorts — including driver participation (such as lemon eating contest); grilled hot dogs, pop, ice cream, cookies and sundry goodies. Prizes for the winners of the games plus a model car kit for every boy along with an official DTC patch and a card making each boy an honorary member of the club. A brisk ride back to the home on the freeways; a guided tour of the Home either by one of the boys or a sister.

It was obvious that the drivers and people who came along as helpers enjoyed themselves immensely. As for the Home's evaluation of the event, I believe the following letter is expressive of their feelings:

"We wish to express our appreciation to you and all the members of the Detroit Triumph Club, for having our children as your guests on Sunday, September 12th.

"The children were delighted with their ride to and from the picnic in the sports cars and of course enjoyed the games and refreshments. It is because of wonderful friends like you that our children are enabled to enjoy these special activities.

"We should like to thank you for the lovely trophy that was presented to our boys and the food that was donated to the Home.

"Thank you again and May God Bless each and every one of you."

Very sincerely, Signed: Sister Mary Magdalen

An event such as the Children's Rallye is as dependent on a large crew of workers as it is on the correct number of cars and drivers. You need people to do the buying, bargaining, lugging, cooking, camping early at picnic site, packaging, icing, fire building, game supervision and goodie distribution. Each one of these jobs was done efficiently and cheerfully by all. A special note of thanks to Mr. Gene Melis of A.M.T. Corp. for donating the model car kits that topped the day for the children and to Paula Kempton whose efforts made this possible.

Our appreciation and thanks to the employees of Bejin Trucking Co., Montgomery Ward and Mr. Walter Metcalf, vice-pres. of Teamster Local 243 and said local for donating all monies needed for this event.

Would also like to thank the Edwards for holding down the picnic site and having the fires going when we arrived; the Van Zandts for lugging six cases of pop (nice and cold at that) plus taking care of the empties; Ken and Bob Heman for offering their cars to pick up various items including, carless club members; Paula Kempton, Dolores Stolz and Betty Edwards for barbecuing the hot dogs along with their ankles. John Franco walked around with a forlorn look on his face — saw the girls standing in the tubs and couldn't find a bag of ready-mix... Bob Kroha was given the task of taking a car full of girls out to the park (he didn't seem to mind!)... Couldn't help but notice the rigid disciplinarian George Hassan is, he gave away everything on his car that wasn't bolted down — but then we didn't count the bolts.

Talk about good sports, how about people with cars set up for Waterford, stage one tuning, etc., driving around on dusty, gravel roads to show a bunch of kids a good time.

Planning and executing this event was made much easier with the help of Jerry Balk who was co-chairman.

The 80 some odd grapefruit used for the games were donated to the Home and the boys enjoyed them for breakfast the next morning. Whatever lemons were left were eaten by Bill Stephenson and Ernie Corvas (guess who won the lemon eating contest).

Again many thanks to everyone for helping this event to be successful.

# This and That....

We had just put a clean sheet of notepaper into our battered, abused typewriter, when the phone rang. We put our cigarette into the no-matter-what-time-of-day-it-is-constantly-full-ashtray . . . reached over, picked up the instrument. . . .

It was Dick Zwitzer owner of Best Motors, Triumph Dealers in Rochester, New York. Dick rarely calls us unless he has some good news Triumphwise, so we listened. This is what he told us. In the 'Late Fall Rally Mark V' — a Grand Prix Rally of not-a-little importance in the area, put on by Lockport Sports Car Club on November 14, Dick with his wife Ann navigating had finished 3rd overall out of a high-caliber field of 94 cars. This particular 180-mile rally attracts just about all the better driver/navigator teams from West New York, Pennsylvania and Ohio.

Now we have to admit that upon hearing that these two fine rallyists had finished 3rd out of 94 cars . . . well, we were not that surprised. (They are that good after all.)

And then Dick told us of the car he drove in the rally . . . a showroom-stock Triumph 2000 Sedan . . . stock with one exception. Dick had installed Triumph mag wheels and special tires. They ran with just the stock odometer . . . and to top it all, the 2000 Sedan — with only 200 miles on the clock — had automatic transmission! Dick told us that the car attracted a tremendous amount of attention . . . which we suspect was the whole idea. Dick being an enthusiastic Triumph Dealer . . . if you see what we mean!

We suspect that their 3rd-place trophy is the first won by a Triumph 2000 Sedan in this country. Our congratulations to Mr. and Mrs. Zwitzer on a fine performance — and a neat piece of publicity.

Our own 2000 Sedan — white, 4-speed with overdrive, Dunlop SP's — is due to be shipped from England on November 16 . . . arriving here November 25. We're looking forward to taking delivery — you bet!

Any of you remember the photo of the TR-4A in Alaska . . . with the Mendenhall Glacier in the background? Well we had a note from Pioneer Brokerage and Sales, Inc., Triumph Dealers in Juneau . . .

"We are happy to find the Thomas TR-4A and Juneau's community ice dispenser taking prime space on page two. (August issue — TSOA NEWSLETTER). The Thomas car is one of five TR-4's in the area, followed by two TR-3's, four SPITFIRES, and two dozen 1200 Sedans — all proving to be very strong in the North. "The Mendenhall Glacier, located 12 miles from the heart of Juneau, is not only a scenic attraction, but has provided ice to the residents for many years. In the not so distant era of the family 'icebox', the glacier ice was delivered in a truck, preceded by a horse-drawn wagon. Until a few years ago it was featured in the drinks at the Red Dog Saloon. Today one finds visiting campers, local picknickers, and

earnest martini-makers packing centuries-old ice from the shore of Mendenhall Lake. The ice is crystalline in appearance, and due to its density will outlast commercially produced ice 10 to 1."

Our thanks to Pioneer Brokerage and Sales for this interesting postscript.

**HELP WANTED!** Any interested TSOA members living in the vicinity of North Olmstead, Ohio who want to assist in getting a local Chapter of TSOA going, please contact A. W. Knisley, 28491 Magnolia Drive, North Olmsted, Ohio. Do it! His telephone number is (216) 777-8710.

And then there was this little item we picked up in THE MUFLER — Newsletter of Toronto TSOA.

Apparently Jeff Fearon had a vacation in England and Europe this year . . . and before leaving, he wrote to several hotels, requesting reservations of room with bath. He condensed some of them . . .

"Dear Sir:

We thanks for your reservation of room with bath for one night July 28th. Yes, we can for one, two or many nights if you can afford it.

It is regrettable that we do not have a room with bath but we have a bath with room. We are not very good in the bath but we are very good in bed.

All our rooms are very big, and each room has a widow, whose view is very beautiful. It is very close to the beach where you can lie all day. Some of the views on the beach are very nice. Even your wife will like it.

You can have continental breakfast in and out of bed. You do not have to dress for dinner which is very exciting.

If you wish us to reserve a maid for you, we can do so at 35 Escudos per day. Our bar is very good with every kind of drinks, and our barman speaks five languages, Spanish, German, Portuguese, English and American.

We look forward to seeing very much of you,

Your obedient servant,  
Pedro."

That's about it for this month . . . we're leaving for Daytona to cover the American Road Race of Champions, November 24-28, in a few days. You've read the details of Triumph's representations at this Championship event . . . next month we'll have photos and the complete story of Triumph at the ARRC! One final thought: 'Early to bed . . . early to rise . . . and your girl goes out . . . with other guys.'

## Christmas is coming...!

Check through the extensive list of Accessories for all Triumph models enclosed with this issue of the NEWSLETTER. (Bet you're surprised at the selection . . .) Now then . . . when you've decided what to buy for yourself, or what to buy for a relative or Triumph-owning friend, take the list to your local Triumph Dealer. He'll have what you want in stock or can get it for you quickly. If you experience any difficulties whatsoever, contact the following offices, checking for the State in which you live:

### GENSER-FORMAN, INC.

1200 Springfield Road, Union, New Jersey Telephone: (201) MURdock 8-0050  
Connecticut, Maine, Massachusetts, New Hampshire, New Jersey,  
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## 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 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.