



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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SEBRING COME HOME!

by Robert Cutter
Auto Editor, Long Island Press

What Milwaukee was unable to do Sebring, Florida, has been able to accomplish — and almost unnoticed.

Milwaukee lost the Braves baseball team to Atlanta. Sebring almost lost Alec Ullman's 12-hour Sebring Grand Prix to West Palm Beach, Florida. The truth of the matter is that "almost" isn't accurate; Sebring lost the race — but regained it.

If Milwaukee is unhappy, you can figure that West Palm Beach isn't exactly ecstatic today.

The sequence of events reads something like this: After World War II Sebring had an unused bomber training base and Ullman had an idea. Putting the two together resulted in the emergence of what was to become the premier U.S. sports car test, the 12 hours of Sebring.

What was hot stuff at the start was wearing a bit thin as of last April when the 15th running of the race was held at the relatively unchanged airport site. Sebring was — and is still unless some mighty fast changes are going to be made — a rather inaccessible, rather sleepy town that suddenly takes on the aura of the Klondike at the time of the Gold Rush.

Rooms are scarce, prices are high, services poor, comforts practically nil. The traffic before, during and after the race is among the worst perpetrated on the North American continent.

On top of all this, the course is not the safest in the world. Obviously auto racing is a bit dangerous, or it wouldn't be auto racing, but the danger, such as it is, should be confined to the contestants and their area.

Four spectators were killed in the latest Sebring accident, and the wonder is that it wasn't 40 because safety planning and crowd control at the Florida site have always been rather limited.

It was the insurance companies that first caused Ullman to dicker with West Palm Beach and announce a momentary switch of venue. It is the insurance companies that still are calling the tune somewhat because Sebring says it will amend at least the flagrant problems before next April, and it is that promise that has mollified the

insurance people and brought Ullman back for another year.

The Warehouse Straight will be eliminated. The problem areas will see new safety dikes or embankments. Fences and more personnel will be used to control the crowds that are braver than they are intelligent.

Another Ullman reason may be that the proposed expansion of the West Palm Beach facilities from the present 2.5-mile configuration to five miles (Sebring's dimensions) would be costly and time consuming. Some double talk about the water level at West Palm preventing completion of these efforts by April 1 was given out at the time Ullman announced his "return" to Sebring.

More probably, the costs of doubling the track and spectator facilities at West Palm were proving a bigger problem than originally conceived.

Too, the willingness of Mr. William France, laird of Daytona Beach, to talk about moving part of his already-bustling operation to Sebring in the Ullman void gave the good Alec some pause. What's good enough for France should be good enough for him.

As of now, Sebring, 1967, will be run at Sebring. But don't bet the family fortune on it; anything is bound to happen when men like Ullman and France start milling around.

West Palm undoubtedly will get a major race of some kind, if not next year, then soon after, for it is an excellent plant in an excellent location. The facility lies not too far from the Sunshine Parkway, which means that it is open to practically the entire state of Florida.

Perhaps it is just as well that Sebring will be at the old stand at least one more time. You need more than five months to promote the new name for the 12-hour race that a West Palm locale would necessitate. Florida Grand Prix? Palm Beach GP? Sunshine GP? Take your pick.

Sebring or West Palm, Florida is the place to watch the Triumphs go by.

S.C.C.C.C. SLALOM

by Jerry Rosenberg

The atmosphere was charged with tension at the Los Angeles Harbor Commission's Terminal Island facility on October 9th. The reason was the tenth and final championship slalom in the Southern California Council of Sports Car Clubs 1966 series and the fiercely contested team championship hung in the balance as four teams were separated by less than two points.

The teams fighting it out for top honors were the Alfa Romeo Owners Club of Southern California consisting of various breeds of Alfas, the Clippenger Corvair-Corvette Club comprised of Corvettes and Stingrays and the Mestizo Foreign Car Club and the Pacific Sports Car Club (PSCC)*.

A victory this season was especially important to PSCC as they were protecting an enviable record, having failed to win the championship only three times since the series was inaugurated in 1959. However, going into the last event they were in a tie for second place, so a very strong showing would be necessary to get the job done.

The strong showing wasn't long in materializing as PSCC convincingly dominated the competition to win the team trophy for the day and the year.

What makes this interesting to Triumph owners?

Just this: Four of the five members of the team are Triumph drivers. They finished the day's competition as follows: Jerry Barker (Ed Barker's son), driving a Herald, 1st in small sedans; Jerry Rosenberg in a Spitfire took 1st in class G; Jim Lasso in a TR-4 captured 2nd in Class D; Chuck Greenwald in a, you guessed it, TR-3, nailed down the 2nd spot in class F. The fifth member of the team was Walt Lister who ran 7th in his class B Stingray. Even that's not too bad in a class of forty-three cars.

When the majority of the team drivers in Southern California's most successful slalom club drive Triumphs, it must prove something.

* The same club that gave you Kas Kastner, Ed Barker, Charlie Gates and Jim Dittmore.

"MORE DRIVING SENSE"

We received a very good clipping from The Cleveland Press dated September 7. It's the Auto News column by Roger Rowand and it hits at one of the most important aspects of driving, communicating with other cars on the road. We would like to quote it in its entirety as we believe there's something in it for all of us.

There seems to be an increasing tendency, especially among youthful drivers, to try to improve on the time-honored, universally-accepted hand signals.

Recently, I saw a young driver signal to make a right turn by flinging his hand above the roof level and then pointing his forefinger over the roof.

Yesterday, another driver signaled he was going to stop by performing a motion similar to one that would be used in paddling a canoe without a paddle.

Such gestures might well serve George Szell or an infantry squad leader but as far as following motorists are concerned, they just confuse and distract.

The accepted hand signals are fine. They're simple and well-recognized by drivers all over the country. Inexperienced drivers seem to think the standard signals do a better job if they're jazzed up and embellished.

That is not so.

Important, too, is the fact that hand and arm signals are described quite explicitly by the motor vehicle laws of Ohio.

Says the law: LEFT TURN — Hand and arm extended horizontally; RIGHT TURN — Hand and arm extended upward; STOP OR DECREASE SPEED — Hand and arm extended downward. (Have you checked your state's regulations lately?, ed.)

In these days, when turn signal lights are used so much more often than hand signals, it's a good idea to review the old-fashioned method.

Pedestrians, too, should be familiar with the signals. They can be very important when a person is trying to cross a street. The signals tell the pedestrian what the driver of the car intends to do.

Children should be instructed to know the signals and to get in the habit of using them while bike riding. The signals for bike riders are the same as for motorists.

With more and more vehicles on our streets and highways, communication between drivers is becoming more necessary every day.

Signals are one way to talk to the other guy.

Safety demands they be used as they are set by law and used habitually and properly.

Cotati, California

More than 120 California sports-car aficionados got a chance to perform at high speeds on a race course last month. The event, sponsored by Triumph Travelers Sports Car Club, was staged at Cotati, in Sonoma County, under the expert supervision of Steve Froines, Class "D" National Champion and Bob Cole, retired Northern California Regional Class "D" Champion.

Club members and their guests, in 42 cars, were taken out on the track in groups of six cars, led by either Froines or Cole. They were shown the dos and don'ts of driving in national competition.

There were frequent stops for questions and answers and the "students" had a chance to go back on the track several times to correct errors and demonstrate what they had learned.

So successful was the event, largest of its kind in Northern California, that the club plans a repeat next year.

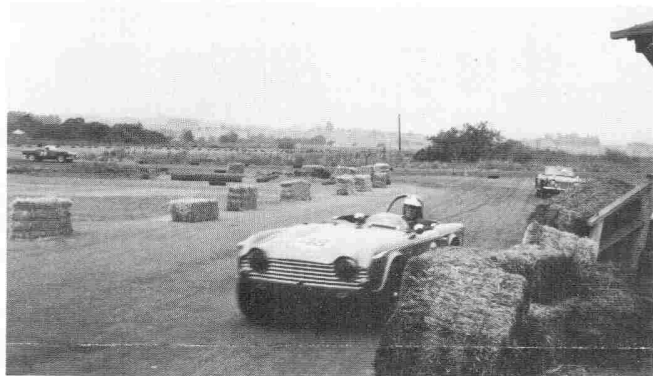
A barbecue was held at the end of activities.



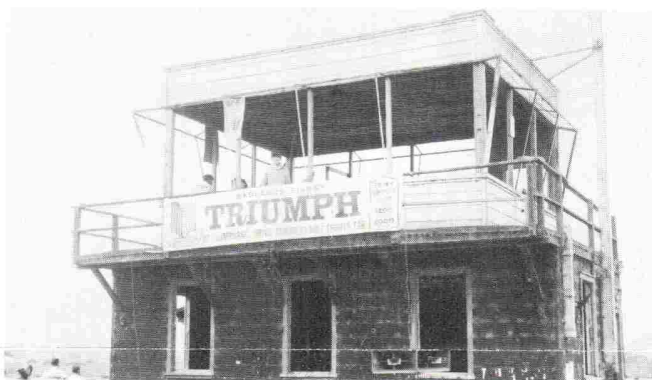
A Spitfire and a TR-3 lead two groups for the first run.



A TR-3 and three TR-4A's are ready.



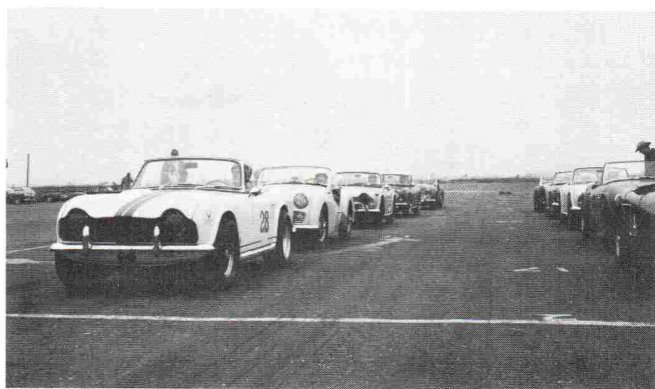
Steve Froines, driving "Old Blue — 2" (No. 48) takes a group through the chicane.



The tower at Cotati, suitably decorated, was a hub of activity throughout the day.



A mid-way stop to talk and look things over.



Remember what the man said and let's try it again.

TRIUMPH NEWS FROM ABROAD

Switzerland: Jean-Jacques Thuner (last seen here in the '64 Shell '4000'), a Standard-Triumph dealer in Switzerland has scored a great sporting success by winning the G.T. Swiss Championship in his Triumph Spitfire Mark 2. The Spitfire is one of the Leyland-Triumph Swiss Racing Team entered by the Company's Swiss distributors, Messrs. Blanc et Paiche of Geneva. To win the Championship the team was entered in eleven events comprising seven hill-climbs, two rallies and two races on closed circuits.

Belgium: In the news again recently, the Spitfire lives up to its sporting image by winning its class in the 1,000 mile Belgian "Eurally".

U. K.: Although Standard-Triumph is not at present competing directly in international rallying, there will be two notable Triumph entries in the forthcoming R.A.C. Rally of Great Britain, which is sponsored this year by the Sun Newspaper. Roy Fidler, also of the '64 Shell Rally driving a Triumph '2000' will be making a special effort. This is his last-but-one chance to clinch the R.A.C.'s rally driver's championship — he is only one point behind the leader! Also driving a Triumph '2000' will be former British rally Champion, John Sprinzel, with David Benson of the 'Daily Express,' who were highly placed and won a class award in last year's rally.

FOR SALE

1962 Triumph Parts — 1 new Tonneau Cover; 1 rear trunk protector bar; 2 tail light lenses — \$35.00 takes all.
Contact: H. Brocklank, 517 "K" Street, Salt Lake City, Utah.

FOR SALE

For 1962 TR-4; gas cap, speedometer, and one full steel rim.
Contact: George M. Greene, Al-Mar Acres Rd., Centre Hall, Pa. 16828. Phone: (814) 466-7248.

FOR SALE OR SWAP

Grill for TR-2 and L & R doors for early TR-2.
Contact: Robert Gustafson, 12 Riverdale Ave., Monmouth Beach, N. J. 07750. Phone: (201) 229-1207.

FOR SALE

TR-4, 1965, 15,000 miles, red w/black interior, black top and tonneau, radio, heater. Excellent condition, never raced, original owner.
Contact: Melinda Jo Muraski, 31 North Main Street, Hackensack, N. J. Phone: (201) 852-1831.

FOR SALE

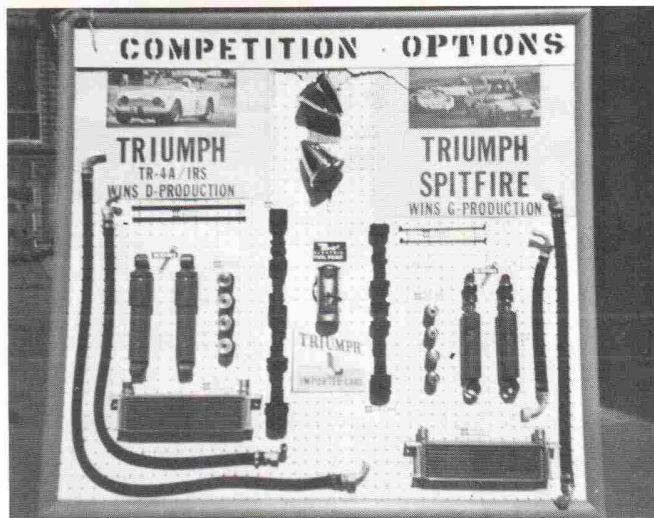
One pair of brand new Traction Masters for TR-3 and TR-4, \$30.00; One black tonneau cover for TR-4, \$10.00; One stock camshaft and sixteen stock pushrods for TR-4A (used only 900 miles), \$30.00.
Contact: Danny Spaziani, 516 N. Darlington Street, West Chester, Pa. 19380.

FOR SALE

TR-3A Tonneau Cover, as good as new, black; also four unused Champion L-7 Plugs — \$25.00 takes all.
Contact: Crawford Morton, "Four Mile Run", Ticonderoga, N. Y. 12883. Phone: 585-7224.

FOR SALE

Standard 1962 TR-4 transmission, 50,000 miles, \$100.00; TR-3 drive shaft, \$5.00; Heavy welded angle iron bumper bolts to TR-4 frame horns and permits towing with standard tow bar, \$15.00; TR-4 shop manual, \$5.00.
Contact: Jim Hammond, 400 W. Orangethorpe, Apt. 113C, Fullerton, Calif. Phone: (714) 879-7485.



Triumph's display of competition options was a feature at the Los Angeles Times' recent Grand Prix at Riverside, California. More than 60,000 fans turned out for the event. Keith Hearn, Triumph's parts manager, built the board and takes it to the races himself.

PIRELLI FILM

As our follow-up to our Pirelli story last month, we would like to bring to your attention an award winning industrial film "THE TORTOISE AND THE HARE," now being made available by Pirelli Sales, Inc., U.S.A.

Produced in Britain, the film was awarded first prize in the Public Relations Film Category at the 7th Annual Industrial Film Festival. It also won the British Industrial Film Award.

Based on Aesop's fable, "The Tortoise and the Hare" features a trailer truck with van (the tortoise) and an "E" type sports car (the Hare) making their way along Italy's Autostrada del Sole.

The film takes in such scenic places as Milan, Bologna, Florence, Rome and Naples.

More information about the film may be obtained by writing: Pirelli Sales, Inc., 60 East 42nd Street, New York, N. Y. 10017.

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

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-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.

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