



TSOA

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NEWSLETTER

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THE KUKLA KAPER II

(or, The Case of The Pinwheel and The Lady.)
by Frank Gagne

President, New York Triumph Motor Club

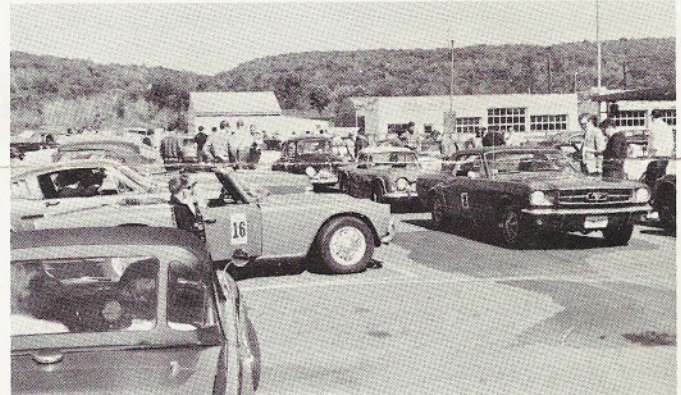
As far as the New York Triumph Motor Club is concerned, the Kukla Kaper II Rally of Sunday, October 2nd was a smash success. A record forty-two cars, nearly double the amount of our previous best show, turned up for the event. Of course, when you've mailed and handed out seven hundred flyers, and had notices in four major daily newspapers, including the New York Times, the response may seem less than spectacular, but then we're a young club, and still easily gratified.

The machinery, apart from total representation of the current and recent Triumph marque, ranged from a standard VW beetle to a Healey-Cobra, via Chevy II's, a Stingray, and the inevitable E-type Jaguar, with the inevitable loudly protesting occupant, complaining to everyone in earshot about the entry forms and the general instructions.

After lining up in battle order, the cars were sent off amid the unobtrusive but ever present mild chaos that prevails at most of our events, while Jim Wotton, TSCC-NJ advisor and old rally hand shook his head in disbelief. Everyone must have made it to the odometer check, there was quite a knot of cars when we got there, with the eager types, as usual, having to sit out 15 of the 35 minutes allowed. Why odometer checks at 9.83 miles? It just complicates the math, if you ask me. How much longer do we have to sit here?

Onwards, through the B.A.S.'s, CAS's, L's and R's; what in the world is M.B. — oh yeh, mailbox; did you see a dwarf?; good, an open control, we must be on course. Restart, let's stretch our legs. The trees are starting to change colors. There's that Jag, let's see . . . ha!, he's already nine minutes late out of the restart. Do something, he's coming this way. Left a little rubber back there didn't you? More R's and L's, another speed change, S at TL and add a minute, that was Tweed Blvd BACK THERE you nit . . . there's that white 1200 again, going the other way . . . I think we've come too far, turn around; there it is! We turned around at . . . lost eighteen miles — we've had it! Press on regardless; I think they were asleep at that control; Ah, the end; great rally! That beer tastes good.

The Rallymaster is nowhere to be found, he's off checking a protest, and nearly a hundred hungry souls are waiting for their buffet. Scorers working away busily in



The Long Minutes

the corner; workers swapping stories in the bar: ". . . and when we got there this morning that pinwheel on the lawn was down. Don knocked on the door and asked the lady if we could fix her pinwheel because we needed it for a rally. It took a little explaining but she said O.K. and was it alright if she left the house about 3:30? I bet she'll have a spotlight on it tonight . . .";

". . . our checkpoint was on my lawn, so we dragged out some chaises and the beer — boy you should have seen the looks we got as the cars went by! . . ."; ". . . you can't trust those kids along the route, half of the little so-and-so's point one way, and the rest point the other . . ."

The food comes out to the tables, and the line forms to the left. How much longer till the results are announced? Munch, munch. Enter Jag owner, still protesting. Let's go out for some air or something.

There's the Rallymaster, with the results, finally. Soon everyone's scribbling numbers and positions, amid groans, chuckles, and horselaughs.

The silver — not all of it, the engraver messed us up, heh, heh, as follows:

9th O.A. — 3rd Novice: William Gedgard and Susan Armet, Barracuda.

8th O.A. — 2nd Novice: Larry Newman and Eduardo Macagno, Spitfire.

6th O.A. — 1st Novice: Lee Sakol and Alicia Lathan, Corvette.

3rd O.A. — 2nd Unequipped: Robert Barclay and Louis Moody, Porsche.

2nd O.A. — 1st Unequipped: John and Joyce Dawson, Spitfire.

7th O.A. — 2nd Equipped: Ron Onfell and Marsha Krimolovsky, TR-3 NJ-TSCC.

1st O.A. — 1st Equipped: Paul and Mickey De Ferrari, TR-4 NJ-TSCC.

Best Triumph (out of silver): Stewart and Dolores Gitlin, TR-4A. Thank you all for coming. See you next year at Kukla III.

Fun & Games

by Cameron Dewar

Auto Sports Writer — Boston Herald

I see by the papers that some of our more solid citizens are on record as saying they like to play games whilst driving to and from work. It's in one of those roadside surveys, you know, which will probably be disseminated among the natives of Altoona to show what a splendid fellow the Detroit driver is.

Some of these activities seem almost reasonable, others a trifle far out. A few are downright dangerous.

These "games" that are supposed to offset the "boredom" of driving include figuring poker hands from car plate numbers; making notes on ideas for business or menus; chatting, and recording the snappy remarks of hitch-hikers.

This was all very fine until one gent, a former high-level public official was credited with a statement that shouldn't even come from a low-level official. Said he: "... drivers of small foreign cars like to pass on the right. They all do it."

Now, this is where I take umbrage. Umbrage is about the only cheap commodity these days and I like to take a lot of it cheap. By saying that small car drivers like to pass on the right he includes me, since I certainly drive what would pass for one of the smaller cars.

But I do NOT like to pass on the right so, isn't this gent or anyone else who makes such a statement rather biting off more than he can chew? He claimed that one was so anxious to pass him the other day "he went up on the sidewalk to get by."

Here is where I would like to offer this exalted-type citizen an axiom. To wit: An idiot passes on the right — not the driver of a small, big or middle-size vehicle. And, may I ask what the gent was doing in the middle of the road in the first place?

I offer him another of my real gem-like sayings: "Get on or get over!" To do anything else is, I believe, a violation of a highway law. Slowpokes in the passing lane are credited with being one of the major causes of automotive slaughter.

To compound this radiant thought-projecting on the part of this gentleman, he admitted to picking up hitch-hikers. This is a habit which many states and all insurance companies regard as on a par with boiling your mother-in-law in oil when you are the beneficiary.

But, if drivers must play games while motoring, how about trying my little game? It's called "The World's Most Courteous Driver." You can find all the opponents you'll ever need. And you can set your own rules. It's probably the most soul-satisfying game you ever tried.

Play at giving the fellow in need a little break — the chap who's stuck in a driveway or a tough corner, or the little old lady who needs someone's indulgence at a crossing.

Try to see how perfectly and smoothly you can drive, how nicely you can brake into a corner and power around imagining there is a glass of water on the floor which musn't spill a drop — but above all, how kind you can be to your fellow drivers.

Now, I don't say I do this all the time. I don't. But if I begin to feel bored or want to take my mind off the traffic snarls this has a wondrous palliative effect. It is said that it's more blessed to give than to receive, and when you see the joy you give to others with this little game you may get to be an addict.

And just think how happy you'll make the poor insurance companies feel when the game catches on, not to mention the saving on everyone's nerves and pocketbooks.

Also, if you happen to be driving an import, (especially a sports car) you'll double the enjoyment.

Now class, repeat after me: "Only an idiot passes on the right."

Radi

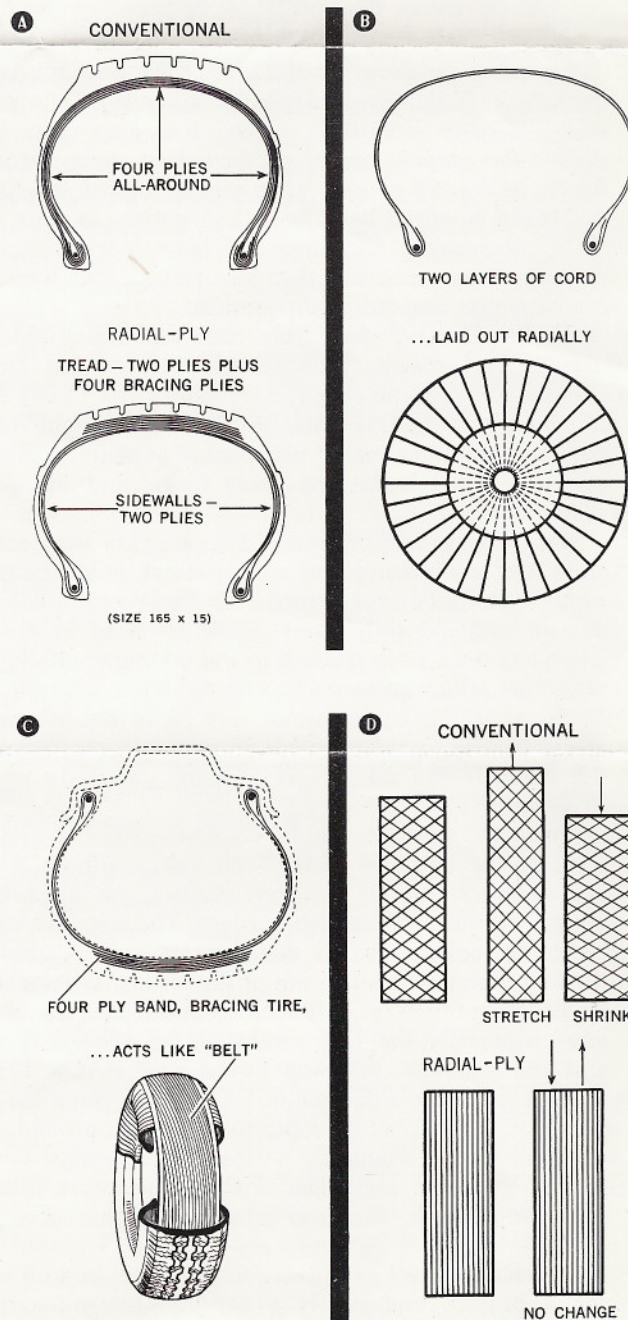
Last month we reported M from Pirelli. Without repe

The company says that n 15,000 in Brand's Hatch, r benefits were observed. TH sort of "seat-of-the-pants"

"When you sit behind the

Ninety-three per cent of improvements in roadhold better by 86 per cent. Gre

A set of illustrations, cour



Radial-Ply Tires — Part II

Michelin's views on why radial-ply tires are better than ordinary tires. No sooner done than we heard stating the reasons, since Pirelli and Michelin are in agreement, some of Pirelli's findings are interesting. More than 4,000 amateur and professional drivers took part in road tests before a public audience of near London. In addition to reaffirming the performance benefits of radial-ply tires, important psychological tests included a feeling of safety with radials under the extremely severe test conditions. And there was a type benefit apparent in handling.

"A wheel of a car outfitted with radials," says Pirelli, "you can sense the improvement immediately."

The drivers surveyed rated their cornering improved with radials. Percentages of respondents who noted steering, steering and braking were 90, 72 and 71, respectively. Roadholding under wet conditions was rated better mileage was indicated by 66 per cent.

Test of Pirelli, completes the radial ply story.

A Unlike conventional tires in which the number of cord plies is equal at all points of the casing, radial-ply cord plies are arranged in a thick pad underneath the tread area and in a thin double layer under the sidewalls.

B Side-wall casing of the radial-ply tire is made up of two layers of rubberized cords which run straight from one side of the tire to the other and do not cross each other. These plies look as if they were the continuation of straight lines fanning out from the center of a wheel. So, the tire is called a "radial."

C In addition to two layers of radial plies in the sidewall, the radial-ply tire has a highly resistant band of four plies bracing the outside circumference of the casing. This band acts like a belt and consequently the radial-ply tire is also called a "belted" or "braced tread" tire.

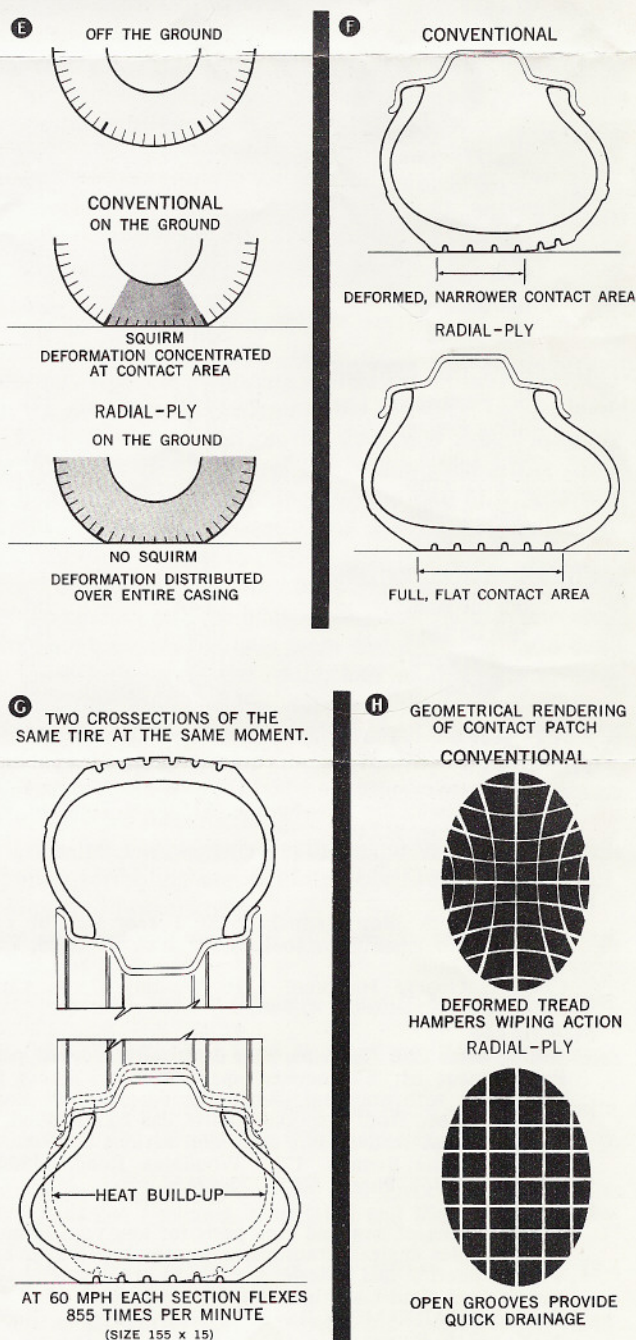
D Cords which make up each ply of the reinforcing belt are laid out parallel to each other in the direction of maximum stress. This prevents it from stretching or shrinking.

E MILEAGE: When carrying the weight of a car, lower section of a tire is pushed flat against the ground. This is where conventional tires "squeeze" their own rubber. In motion, this creates scuffing and high abrasion. The radial casing of the radial-ply tire, combined with the stiffness of its "belt" distributes the deformation evenly around the tire, relieves the tread area from unwanted "squirms" which shorten tire life.

F CORNERING: When taking a curve the car is pulled to the outside by lateral centrifugal force. Conventional tires with stiff sidewalls put this stress on the tread, which becomes deformed. Also, as the wheel rotates, radial centrifugal force makes the tread shoulders lift off the ground and there is less rubber in contact with the road. The combination of these effects can cause a conventional tire to skid easily. Radial-ply tire tread is harder to deform because of its stiff reinforcing belt and because its flexible sidewalls yield more easily, thus absorbing more of the stress.

G SPEED: In the area of maximum flexing (sidewalls) a conventional ply layout builds up a great amount of heat because of scissor-like movements between the plies. Instead, layout of a radial-ply tire permits deflection of cords without internal scuffing. The radial-ply tire can be safely driven at speeds of 130 mph without danger of blowouts or tread separations. Some radials have been rated as high as 160 mph.

H WET ROADS: Low wear characteristics permit the use of a more sophisticated tread design. And because the tread does not become deformed in the contact area the numerous grooves and fine cuts are always open ensuring the good wiping action which is so essential under wet or greasy conditions. This instant drainage provides the best road-holding ability in the rain achieved to date.



SCCA's Riverside on Nov. 26-27

Twenty-eight Triumph drivers in three classifications have qualified for SCCA's upcoming American Road Race of Champions, at Riverside, Nov. 26 and 27.

This is the inter-divisional championship event and will be run over the tough 2.6-mile course.

The standings: —

NORTHEAST DIVISION

DP	Buzz Marcus	TR-4	2nd
	Bob Tullius	TR-4A	3rd
FP	Bob Krokus	TR-3	1st
GP	Dick Gilmartin	Spitfire	3rd

SOUTHEAST DIVISION

DP	John Kingham	TR-4	3rd
FP	B. S. Carpenter	TR-3	2nd
	Bill Martin	TR-3	3rd
GP	Roger Chastain	Spitfire	1st
	Don Kearney	Spitfire	1st
	James Stark	Spitfire	2nd
	Dick Staples	Spitfire	3rd

SOUTHWEST DIVISION

DP	Gary Bishop	TR-4	3rd
GP	Bob Eschauzier	Spitfire	1st
	Michael Lowe	Spitfire	2nd
	Roy E. Hopkins	Spitfire	3rd

MIDWEST DIVISION

DP	Ray Pickering	TR-4A	1st
	Bert Jones	TR-4	3rd
FP	Bill Boemler	TR-3	3rd
GP	Mel Bogus	Spitfire	3rd

NORTHERN PACIFIC DIVISION

DP	Bill Pendleton	TR-4A	1st
	Steve Froines	TR-4	2nd
FP	Vern Colvin	TR-3	1st
	L. C. Storms	TR-3	2nd
GP	Jack Scoville	Spitfire	1st
	Rick Hilgers	Spitfire	3rd

SOUTHERN PACIFIC DIVISION

DP	Jim Dittmore	TR-4A	1st
FP	Tom Carter	TR-3	1st
FP	Fritz Warren	TR-3	2nd
GP	Ed Barker	Spitfire	1st

WANT ADS:

FOR SALE:

4 wide base competition wheel rims for TR-Spitfire, \$40.00; 1 factory radio for TR-Spitfire, \$25.00; 1 Tonneau, black for TR-3, new, \$12.00.

Contact: Dick Williams, 120 Clinton Ave., Mineola, New York. Phone: (516) CH 8-5874.

FOR SALE:

1 TR-4 Work Shop Manual, \$6.50; 1 rear seat for TR-4, Red, \$16.00; 1 adjusting tool set for dual SU carbs, \$3.50; All for \$22.00.

Contact: George Hoffman, 1136 Winding Drive, Cherry Hill, N. J. Phone: (609) 429-3956.

FOR SALE:

Selling used 1961 TR-3 parts at drastically reduced prices. Parts consist of: Tachometer, speedometer, 3.7-rear end, drive shaft with universal joints, steering gear box, starter, wiring harness, front suspension parts, car frame, hood, left front and rear fenders, hub caps, and various brackets.

Contact: Gene Bennett, 1209 Woodbine Road, Madison, Alabama 35758. Phone: (205) 772-6286.

FOR SALE:

Complete line of new and used parts for any year Triumph. This includes engines, transmissions, gear boxes, rear ends, wheels, interior and exterior body and trim panels, seats, gauges, and almost anything else you can think of!

Contact: MARK MOTORS, 2352 Delaware Ave., Buffalo, N. Y. 14216. Phone: 873-2352.



"2000" Rally Winners

Phil Henderson, left, and Lee Hendrick, right, of Williams-ville, N. Y. drove their team Triumph 2000 to first-place honors in the Andiamo — ("Let's go") SCCA National Rally. Team covered nearly 1,000 miles through Ohio with only 125/100ths penalty points for over 40 check points. They defeated 125 cars from all over U. S. and Canada. They are shown receiving first place trophies from J. C. Donnell, II, president of Marathon Oil Company.

The three-car Triumph team is currently tied for second place in the SCCA national championships. In the first year of competition, the team was in seven out of 16 national rallies, always placing a car among the top five positions.

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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