TRIUMPH TSOA NEWSLETTER

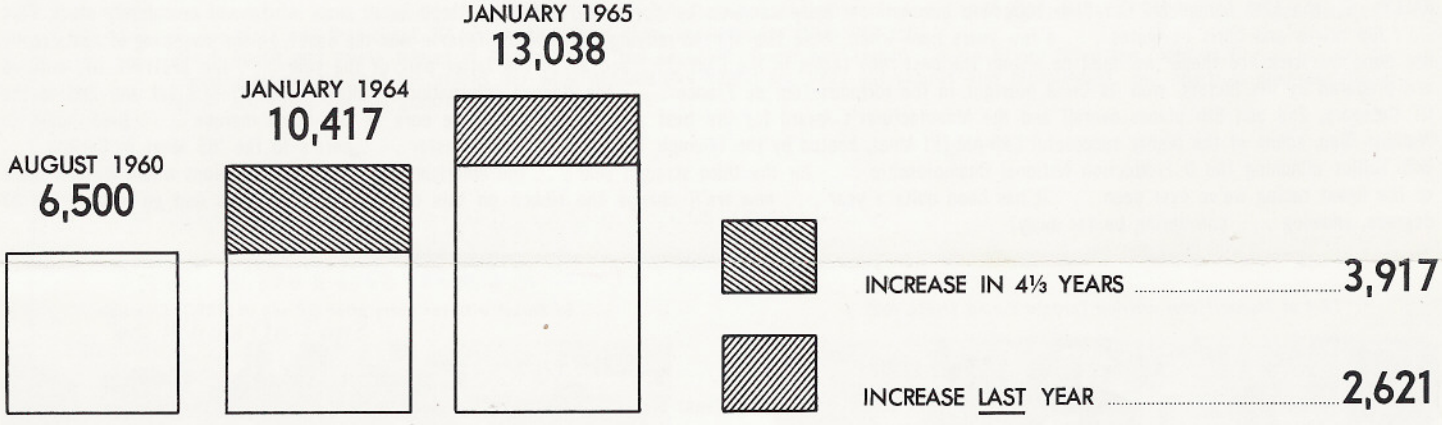
TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273 GRAND CENTRAL STATION NEW YORK, N. Y. 10017

VOLUME 11, NO. 1 *Editor: Alan W. Holmes* JANUARY, 1965

TSOA Membership Tops 13,000!

Well, your national organization continues to grow by leaps and bounds . . . total TSOA membership stood at 13,038 as at January 1, 1965. We've had a net membership increase during the past twelve months of 2,621 . . . this takes into account the normal loss of members during the year for various reasons. In less than 4½ years TSOA has doubled its membership, and the increase of 2,621 members during the past year made 1964 our best year ever. The number of local TSOA Clubs has also increased during the past year. Several Triumph Dealers have been instrumental in getting a TSOA Club started in their area, and this is a development that pleases us greatly. Both owners and the Dealer must benefit from such an association. We look forward to the coming year and further growth for our Association of Triumph owners — the largest one-marque Club in the world.



NEW YORK TRIUMPH MOTOR CLUB

We're very pleased to announce the formation of a Triumph Club for the benefit of owners in the New York area. Having met some of the people responsible for getting the Club from the pipe-dream state to reality, we're quite certain this will prove to be one of the most active of our local Clubs. For further details write: Bob Stewart, 81-15 266th Street, Floral Park, Long Island, New York.

LOCAL TSOA CLUBS

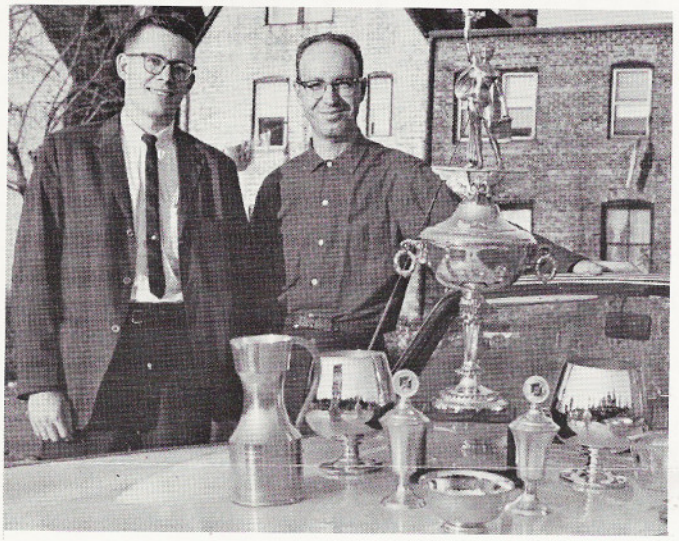
There are many areas throughout the country, and in Canada, where a local Chapter of TSOA could be started. These local Clubs have a great deal of fun, organizing rallies and other motor sport activities, putting on a variety of social events, and provide the opportunity for Triumph owners to meet.

Quite often, as we have indicated, a local Triumph Dealer will assist with the formation of a Club.

We can help too. If you're interested drop us a line, and we'll send you a complete 'local Club kit'. For FREE!

TWTYTW*

*THAT WAS THE YEAR THAT WAS



MG 1000 Rally winners — Jim Locke and Chris Stephens

It was in the January '64 issue of the TSOA NEWSLETTER that we confirmed Standard-Triumph's entry of three TR-4 Hardtops in the tough SHELL 4000 Across-Canada Rally . . . very special TR-4's with aluminum bodies, 1991 cc engines equipped with Weber carbs, and boasting factory preparation . . . driver/navigator teams selected by the Company . . . Rasmussen/Coombe from Canada, Jennings/Homsey from the U. S. and Fidler/Thuner from Europe . . . did a magnificent job to take 2nd place in the Manufacturer's Team Award category . . . and no other true sports car ever finished higher than the Rasmussen/Coombe TR-4 in this most gruelling of International rallies . . . February in Dallas, Texas, scene of the '64 Sports Car Club of America's Annual Convention . . . and a most agreeable presentation . . . 'Kas' Kastner, Triumph's Competitions Manager received the award for authoring the best technical article to appear in the SCCA publication 'SPORTS CAR' during 1963 . . . more Kastner scribings in the form of the SPITFIRE Competition Preparation Booklet . . . the new booklet was an immediate success with those Triumph drivers who aspired to G Production honors . . . made available in the early part of the year, the booklet is well on its way to the third printing . . . from Texas to Florida . . . in the longest-ever U.S. race . . . the 2000-kilometer (1245 miles) Daytona Continental . . . Dana Kelder and co-driver Ara Dube brought their TR-3 into a remarkable 15th place overall and 1st in Class GT 11 . . . as we said in our March '64 issue . . . "fourteen cars finished ahead of the TR-3 . . . these included 7 Ferraris, 3 AC-Cobras and 4 Porsches . . . then came the TR-3, way ahead (8 laps) of the 16th place car, a Lotus Elite . . . 42 cars started, 25 finished . . . " That was quite a drive fellas . . . March issue of the NEWSLETTER carried a photo on the front cover of the first SPITFIRE to be prepared by the factory for competition . . . the team of Roy Fidler and John Hopwood had brought the car into a very fine 2nd place in the 800-mile Welsh International Rally . . . this augured well for the Company's plans to enter the car in other International events . . . back to this country and the New York Auto Show in April . . . the results of the CAR and DRIVER Readers' Choice of the Ten Best Cars In The World had been announced . . . that magazine's knowledgeable readership had overwhelmingly voted the TR-4 "Best GT/Sports Under $3000" . . . on the Triumph Stand at the Show, Chris Andrews, Triumph's President accepted the award from David E. Davis, Jr., CAR and DRIVER's Editor and Publisher . . . spring in France . . . Le Mans in June to be exact and the 24-Hour Grand Prix of Endurance . . . over half a million spectators watched the factory entered and prepared SPITFIRE GT, driven by David Hobbs and Robbie Slotemaker, streak down the Mulsanne straight at over 135 mph for lap after lap . . . finally averaging over 100 mph for the entire 24 hours excluding pit stops . . . the SPITFIRE placed 3rd in its Class and 21st overall . . . was the 2nd British car to finish . . . a fine performance for the first time out in this type of competition . . . our August issue had an announcement that certainly appealed to us . . . 'TRIUMPH TEAM WINS MG 1000 RALLY' . . . the 12th Annual MG Car Club 1000-Mile International Rally was won by Jim Locke and Chris Stephens in Jim's white and completely stock TR-4 . . . Jim drives and Chris navigates . . . a few years back when these two started rallying together the reverse was the case . . . the swapping of seats really has done the trick and these two must be among the best rally teams in the East . . . and so to the latter part of the year . . . the SPITFIRE GT, entered and prepared by the factory, won its Class outright in the tortuous Tour de France . . . the Geneva International Rally . . . SPITFIRES 1st and 2nd in the GT Category, 2nd and 5th places overall and the Manufacturer's Award for the best performance for three cars of the same marque . . . back home to Watkins Glen, scene of the highly successful CAN-AM-TRI Meet, hosted by the Triumph Touring Club of Rochester . . . here's to the '65 Meet in Canada . . . Bob Tullius clinching the D Production National Championship . . . for the third straight year . . . the American Road Race of Champions where we saw some of the finest racing we've ever seen . . . it has been quite a year . . . now we'll change the ribbon on this old typewriter of ours and go home . . . 23 degrees, snowing . . . can spring be far away?

TR-4 of Thuner/Fidler arriving Toronto during SHELL 4000



Ed Barker with son Jerry after GP win at ARRC, Riverside



AROUND THE CLUBS

TRIUMPH TOURING CLUB OF ROCHESTER HOSTS LARGEST RALLY EVER HELD IN ROCHESTER AREA

TTCR Starts 127 Cars To Raise $380 For Muscular Dystrophy Association

Months of hard work and great planning by Al Jentsch and Bruce Woodhams in laying out a marvelous rally course culminated on Sunday, Nov. 1, 1964, when TTCR's "Rally to Fight Muscular Dystrophy" (which was showered with a field of entries that almost mushroomed out of all reasonable proportion), became not only the most successful TTRC rally, but, proved to be the largest event of its kind ever held in the Rochester area. Thus, again demonstrating that TTCR is the best motoring club in the area.

As a new member (ran 1 club rally, course checked 2 and worked 3 club rallies), I was proud to be a part of this fine organization, but after seeing the unselfish and consciencious effort TTCR members made to make this rally such a great success, I now take even greater pride in being associated with what I know is the greatest sports car club ever.

When I told Dave Baker that I would be glad to write an article on the MD rally, I don't think I knew what I was getting into. First I tried writing a very witty piece such as I had been reading in the TRACKERS that I had at home: no good. Then I wrote a 4-act play with 6 scenes. too long. So now, I'll just describe things as best I can.

Claire and I arrived at Eastway a little after 10:30 a.m. We saw about 40 sports cars sitting in the middle of the plaza, but saw no sign of Al Jentsch or Bruce Woodhams. After opening the trunk, pulling out three cartons of trophies, a card table, posters, and getting a few cars lined up for "tech", Bruce tapped me on the shoulder and said, "We're all set-up down behind Sibley's." Well, by the time tech and registration was to open at 11:00 a.m., forty cars had already passed tech and the line at registration was alone that of a good Sunday's rally turnout.

By 11:15 things were really moving. Marve Landon, president of the Monroe County Muscular Dystrophy Ass'n., and his 7 year-old son Brad were busy putting MD bumper strips on the cars at tech (which were now about 30 deep and still more coming). The sixty or more people queued-up at the registration car made one think that perhaps Carol Jentsch and Deanna Woodhams were giving away hundred dollar bills and free kisses. Seven-year old Michael Maira, New York State Poster Child for MD arrived with his parents, and so did John Hart, cameraman for W.H.E.C.-T.V., Channel 10 news. Al had just run out of printed car numbers and was hand-writing No. 102, and still there was no end to the line at tech. Checkpoint personnel recruited from the M.D. association had to be introduced to the various checkpoint crews and captains, some of whom were ready to leave for their checkpoints.

Spotting Al walk by, I asked him if there was anything I could do to help. "Sure", he said, handing me 10 pounds of route instructions, his stopwatch, "you can start the cars off." With the aid of Michael Maira, I started about 20 cars before handing the route instructions to Claire, and asking Sue Deane to take over the stopwatch for a "few" minutes. It seems I got back to relieve Sue about 3 minutes before she and Tony were to start running!

At 3:07 the last car went off and Claire, Scott Landon, and I felt like we were the last three people left on Earth. We left 20 minutes later as sweep car, and were happy to find that only one car did not make c/p #1, only 5 cars did not make c/p #2, and that there were only about 8 that didn't make c/p #3. There was an orange Mustang that went through c/p #3 three times; twice during the 10 minutes we were there! 99 cars finished the rally, which is phenomenal, considering the large number of cars in the Novice American Sedan class and that about 20 cars in the Guest class were running their first rally.

Much hooch and gaiety flowed at Andy's before the excellent dinner was served. Cheers galore filled the room as Bruce, Al, and Ed Homsey arrived to read the scores (for what seemed like hours) and hand out awards. Our profoundest, and heartiest congratulations to Al and Bruce for the greatest rally ever!

from Triumph Triune — Newsletter of the Triumph Sports Car Club of Delaware Valley

THE EDITOR REVS

or: Who's On Top?

If you read Detroit's ads for new cars and you've never owned a sports car, your idea of a rally is a pretty hairy thing. Those Alpine turkey shoots and Canada's Shell 4000 live up to this image, but let's face it, a Sunday afternoon jaunt or even the MG club's 1000 miler is no cause for doubling one's life insurance.

This let-down is probably the first cause of friction between driver and navigator on a typical Bucks County Road Buster. If there is one lesson to be learned above all it's the fact that a rally calls for the highest degree of teamwork.

This may not sound exciting, but it's still the basic tenet in any competition. Except in the most fortunate cases it's inevitably true that one member of a rally team can compute better and the other is a superior driver. Trouble is so few of us want to admit to this.

This old editor has long experience in scoring high penalty points in rallies through three states. For several years he wouldn't admit that his rally mate-in-wedlock could drive at least as well, but she couldn't tell a slipstick from a lipstick. (Well, she really did know the lipstick). The male ego could only be satisfied in the driver's seat. This unwittingly was more important than winning. If you're not doing as well as you'd like in the silverware department, maybe it's time to take a look at yourself as well as your navigator.

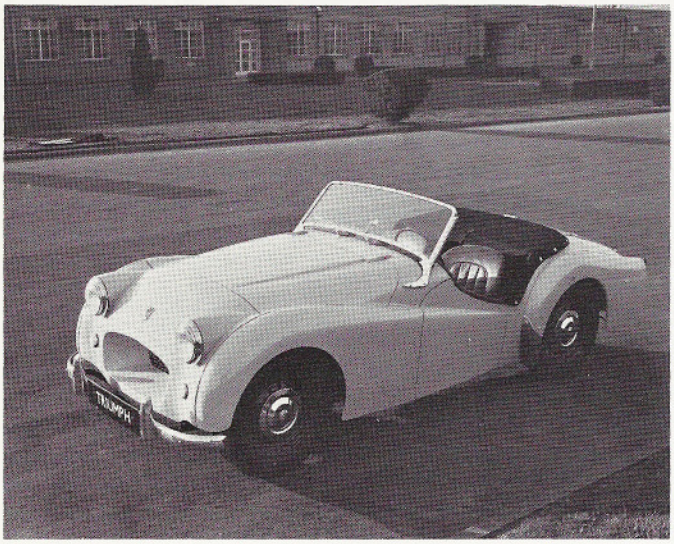
Do you really want to win or must you row that gearbox all yourself? If you aren't planning to enter the Coupe Des Alpes, maybe it's time to change places!

TSOA MAILBOX

Jeff H. Thomas from Tallahassee, Florida wrote to us recently. Here's part of his letter —

Gentlemen:
I bought my first sports car about 18 months ago and have been wildly enthusiastic about them ever since. Needless to say, that car was a Triumph. A 1955 TR-2 to be exact. Recently I toyed with the idea of trading it in on a new TR-4, but could not bring myself to part with my treasure. I have absolutely nothing against the TR-4's, I think they're great, it's just that I like having the only TR-2 in the area. However, there is one drawback to this situation: whenever I wave to other Triumphs on the road I get a surprising number of blank, if not downright hostile looks. I can only assume that they mistake my car for a (horror of horrors) MG. My fellow Triumph owners here in Tallahassee have learned to recognize me, but when I venture out of the county I am plagued with this mistaken identity. With this situation in mind, I ask you to inform your readers that they should examine the emblem on the cowl before they start thumbing their noses at funny looking white sports cars. It might help if you, sometime in the future, printed a front-end view of the TR-2 in the NEWSLETTER.
In a more serious vein, congratulations on a great magazine and a great sports car. Keep up the good work and the membership will climb on up to 20,000. I've been a member of the TSOA and the STAA for 16 months now, and I have never for a moment regretted my decision to join these organizations.

Thanks Jeff for the kind remarks about our publication, and we'll be replying to the questions you raised as soon as we have the information. Checking through our files, we could not come up with a front-end view of the TR-2 . . . but maybe this shot will help.



CLASSIFIED

FOR SALE OR SWAP: Dismantling a 1954 TR-2, serial no. TS-772-LO. Everything must go — to you or the junk yard. Name your needs and make an offer. 50,000 kilometers on engine. Transmission w/overdrive recently overhauled. Some body parts in real good shape. Contact: Robert Gustafson, 335 Park Ave., Oakhurst, N. J. Phone (201) 229-1207.

FOR SALE: Weber carburetors, type 42DCOE8 sidedraft, complete with everything. Best offer made. Contact: William Perkins, 118 Sharron Ave., Plattsburgh, N. Y.

FOR SALE: Electric overdrive for TR-3/4 — complete with short mainshaft, gearbox extension and all electrical components. Contact: Bill Page, Dogwood Acres, Chapel Hill, N. C.

FOR SALE: 1 set wind wings for TR-3/3A like new — $10.00. Contact: A. H. Rausch, Jr., 278 1st St., New York, N. Y. Phone LR 8-2332 or LR 7-1029.

FOR SALE: Have installed Judson on my '59 TR-3, no longer need stock carb set up. Carbs, manifold, tubing, linkage and aircleaner etc. absolutely complete and working just as removed — $50.00 postpaid. Cash with order please. Contact: Layne Ray, Box 400, Hazelwood, Mo. 63043.

FOR SALE: Like new items from 1963 TR-3. Two Seiberling Commuter 4-ply snow tires 5.50/5.90/6.00 — 15. Used only four months and driven less than 2000 miles. Cost $26.90 each . . . now $10.00 each. One new Boot cover, black, originally $20.00 . . . now $9.00. One TR-2/3 Service Manual in good condition, originally $12.50 . . . now $6.00. One Triumph Tune up Booklet by S. Russell Hawe, originally $1.95 . . . now $.80. Contact: Paul Welker, 13240 Coronado Lane, North Miami, Florida.

FOR SALE: 4.1:1 Ring & Piston — $30.00, 3.7:1 Ring & Piston — $20.00, Amco Ski Rack — $10.00, 1 Sky 555 camshaft (full race) — $30.00, Armstram competition shocks (front) — $10.00. Also many miscellaneous engine and body parts (no body panels) — all reasonably priced. Contact: David B. Hammond, 1165 Stafford Ave., Yuba City, California.

PRESS RELEASE

from Standard-Triumph International Ltd.

The Finnish Rally Champion, Simo Lampinen, will spearhead the Triumph Team entry of three SPITFIRES in this year's Monte Carlo Rally. Team will use the London starting point for the first time.

The factory entered and prepared SPITFIRES will compete in category 11, Class 2 for 1000 — 1300 cc cars.
Simo Lampinen and Londoner Terry Hunter have been signed to drive for Triumph throughout the 1965 rally season.

NEW CLUBS

TRIUMPH SPORTS OWNERS ASSOCIATION of Pittsburgh
Miss Pam Popp — Corresponding Secretary
1486 McFarland Road
Pittsburgh 16, Penn.

THE POINT GREY TEABAGGERS
Marv Coulthard
4433 West 6th Avenue
Vancouver 8, B. C.
Canada

(Explanatory note: 'Teabaggers' is the local nickname for TR-3's so we're told!)
And one we regretfully missed from our recent listing of clubs:

TSOA — TORONTO BRANCH
Box 271
Station 'K'
Toronto, Ontario
Canada

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.

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.