TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273 GRAND CENTRAL STATION NEW YORK 17, N. Y.

VOL. 9, No. 2 FEBRUARY, 1963

SEBRING '63

12 HOUR GRAND PRIX OF ENDURANCE

The three TR-4 Hardtops in various stages of preparation for this year's 12 Hour Grand Prix of Endurance at Sebring. That's R. W. Kastner, ('Kas'), Standard-Triumph's West Coast Service Supervisor, standing there, showing very little of the problems he's had, or the sheer hard work he's put in, along with Joe Valdes his shop foreman, in the preparation of the cars. Regardless of the eventual result, a great debt is owed to these two men for their tireless efforts over the past 3 months.

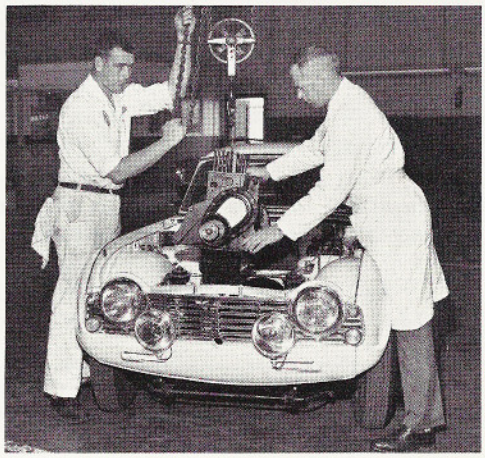
As indicated in the December issue of the TSOA Newsletter, three TR-4's have been entered in the 13th annual running of the 12-hour Grand Prix of Endurance at Sebring, March 23, by the Standard-Triumph Motor Company. This will be the first Triumph factory team to appear at Sebring since 1960.

The TR-4's, all hardtops, are entered in the Grand Touring category (Appendix J), in Class 11, with a 2138-cc displacement. The cars will be fully equipped with factory-distributed racing optionals.

The team of drivers has been finalized, and heading the list will be Bob Tullius, Triumph's National Class E Champion. Driving with him will be Bruce Kellner, third in National Class E Standings and Ed Diehl who topped the Northeast Division.

Co-drivers in the second TR-4 will be Peter Bolton and Mike Rothschild. Both Bolton and Rothschild are veteran Triumph drivers and share a Triumph team prize won at the 1961 Le Mans.

The third Triumph entry will be driven by Charlie Gates, the '62 Pacific Coast Class E. Champion. With him will be James Spencer, Midwest Class E Champion, and Bob Cole.



Joe Valdes on left gently lowers the block back into one of the Sebring TR-4's, under the watchful eye of 'Kas'. The two men were entirely responsible for preparation of the three TR-4 Hardtops.

TOP SECRET

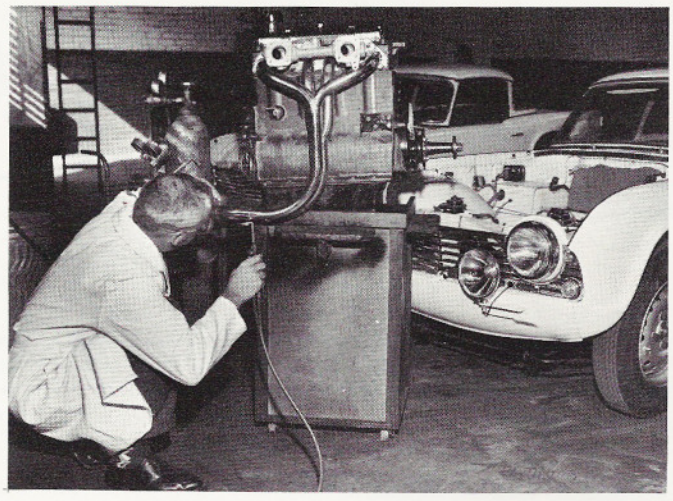
Well . . . not exactly. But, TSOA was fortunate enough to be allowed to check over a couple of Standard-Triumph 'internal memos', in which 'Kas' detailed some of the work he'd carried out on the three Sebring TR-4's. We figured this would be of considerable interest to TSOA members, so we requested photographs to go along with the facts. Here's most of what 'Kas' had to say:

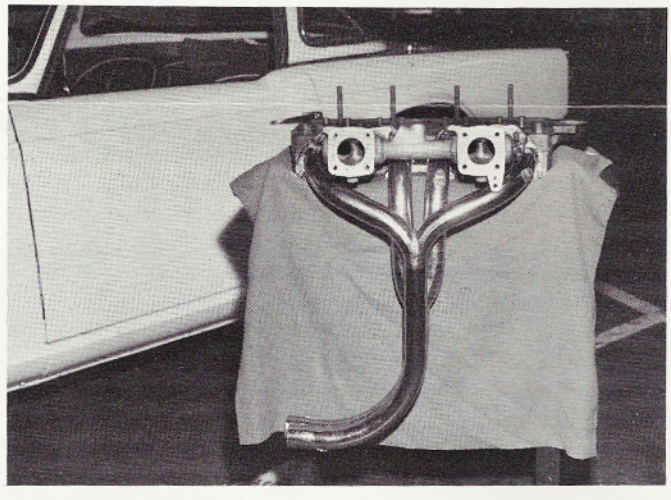
"All parts used in the engine construction are Standard-Triumph parts derived, and to replace any broken or damaged part it will be necessary only to duplicate the existing unit. The cranks and rods are lightened, ground finished and polished, magnafluxed and balanced including the hub and fan. The pistons are zygloed, hard lube plated, balanced (not lightened). The camshaft is the 'D' type and the cam followers are standard. As we are not going to exceed a specified R.P.M. there is no need to diminish the cam follower weight . . ."

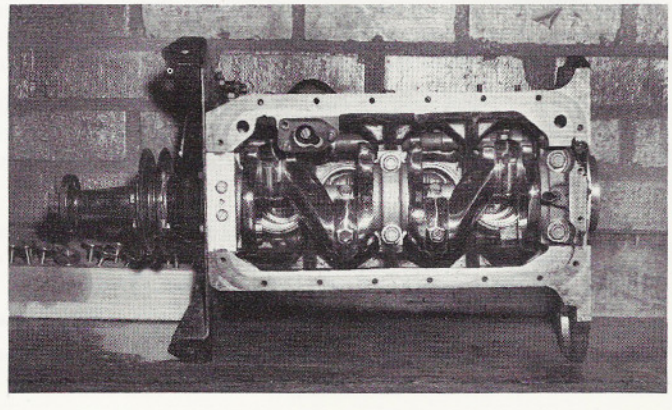
"The compression will be ten or ten point two to one. The head is completely ported and valves fully machined, lightened and polished. Valve springs will be the optional units. Push rods will be the optional units. Headers—S.A.H. Intake manifolds bored and suitably machined for performance. Aluminum sump, lightened flywheel, competition clutch. Special crankcase breather to avoid oil loss on high speed turns. Ring end gap is .015 to .022. Pin fit is two thumb press at room temperature (68 degrees). Piston clearance is .006 as pistons are hard lubed. Combustion chamber specially shaped for high gas rate flow. 3.7 rear end gears with limited slip differential units installed, comp springs and shocks, anti-sway bar fitted, traction masters fitted, front end parts magnafluxed, but all standard. Overdrive gear ratio is standard."

"Stationary point plate in distributor. High output generator fitted with special rear plate all ball bearing. Regulator to fit this. Mechanical control on overdrive in case of electrical failure. Fresh air duct. Heat shields for both generator and starter. Heat shield on 'T' connection and lines from 'T' for brakes. 2-speed windscreen wipers. Additional lamps on front, one spot, one flood. Special Lucas hi-tension wiring, and TR-3 type plug connectors."

"That's about all on that for now . . ."







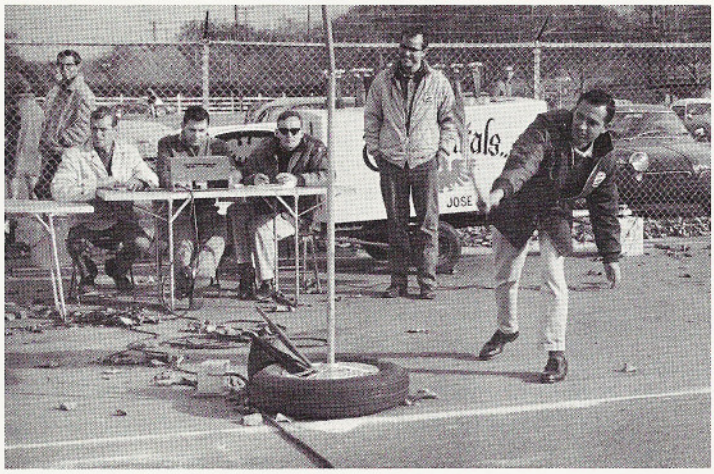
Top photo shows 'Kas' wielding the "magic torch" . . . Note the anti-sway bar already in place on the TR-4, and the long-range driving lamp. The wide-base wheels had not yet been fitted.

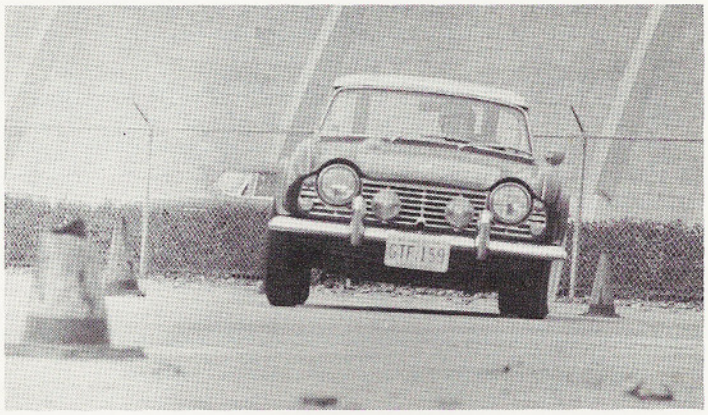
. . . and the music comes out here! Note intake manifolds — "bored and suitably machined for performance."

Joe Valdes, Kas' right hand man during the preparation, seen here fitting the Alfin brake drums. Clearly visible is the torque rod already in place.

View from the bottom. "The cranks and rods are lightened, ground finished and polished, magnafluxed and balanced including the hub and fan."

TRIUMPH TRAVELERS AUTO CROSS





Triumph Travelers Sports Car Club, San Jose, California, recently held an Auto Cross at the Alameda County Fair Grounds. Pictured on the left is Quincey Alison flagging a TR-3 which buzzed past (so fast the camera missed it), while l to r, Ernie Haze Harold Todd, Buzz Slye (president) and Loy Barker run the controls. On the right club member Allen Everett skoots around a turn on the way to setting fastest time for a TR-4 of 155.35.

FIVE YEARS WITH A TR . . . by a TR

from Smoke Signals — TTSCC, Houston, Texas

Yes, I remember it as though it were only yesterday. It was the winter of '57, December to be exact. I understand, from having overheard a conversation, that my purchase came about something like this.

Wife to a friend: "My husband came in one day and announced that our old Ford had had it and we just had to get a new car. So out we went to look over some of the cars we could buy back then to see just what we could afford. Well, the first showroom where we stopped carried only sports cars. I said, 'What are we stopping here for?' 'Just thought we would look over what we can get these days in sports cars', says he. Next lot — another sports car dealer. (I am getting suspicious.) 'Honey, you don't have in mind to buy a sports car, do you,' says I. 'Oh, I don't know. We really don't need a big car. There is just you and I and just one teeny tiny baby."

Before I knew it, I belonged to this proud threesome. He jumped in behind my wheel and took me for a spin — wife and child with him. He turns to her — "Now you drive it." She jumped in behind the wheel with all the confidence in the world and let out a squeal. "What are all those little dials?!!" This question was followed by a long lesson on what each dial represented and its proper use. She tried to remember it all, but I am afraid that most of it slipped by her. She pushed in my starter and away we went.

At each shift of my gears with her right hand, she would pull on the wheel with her left hand for leverage, and away we went, just the four of us, weaving to and fro with each shift. I was mortified.

All the while, he was shouting instructions at her. "Watch the tach! Use the clutch! No!! No!! That's reverse! Never shift to low at 1,000 RPM! Stop! Stop!! Let me drive!!!!" That was an experience no car could ever forget.

A few weeks after their momentous purchase, he announced that there was to be a rally and they just must go. Date — January 5. Temperature — 22°. Top down. Him happy. She thinks him nuts. But being a sporting wife, she went along and made it through registration and jumped in the car to discuss their strategy. Says he, "I'll drive — you navigate." "Define navigate," says she. "Never mind. You drive. I'll navigate." Unfortunately, the rest of the rally was a little too loud and confused to relate. But when they did finally find their way home, I do know it was a week before they spoke to each other again. This same situation occurred quite frequently, and I am afraid in each case, I was to blame.

So here we are — starting out a new year. There has been another addition to the family and now there are four of them. We have had a lot of experiences together — like vacations to Florida, just the five of us gymkhanas, hillclimbs, etc. But now she has her own car — large enough for the whole family. And he is left with me to enjoy himself in peace and quiet — without kids, bottles, diapers, Kleenex, etc. to make me untidy. So maybe this marriage may make a go of it yet.

★ ★ ★

FLASH! TR-3's 1-2-3 IN CLASS AT DAYTONA CONTINENTAL FEBRUARY 17

TSOA MAILBOX

8th February, 1963.

From: T.S.O.A. Coventry, England.

To: T.S.O.A. New York, U.S.A.

Subject: Spitfire Accessories - Blondes.

Reference page three January TSOA Newsletter, the name of the blonde is Janine Gray; now 21 years old she has been starring in films and on television since she was 13; a recent film was Walt Disney's "The Lives of Thomasina"; address and telephone number - how cooperative can you get?

P.S.Now that you're getting the Spitfire you can get your own blondes.

February 20, 1963

From: T.S.O.A. New York, U.S.A.

To: T.S.O.A. Coventry, England.

Subject: Spitfire Accessories - Blondes.

Thanks for your memo dated February 8, and we fully understand your reluctance to part with Janine. To be honest, we were considering suggesting some kind of 'package deal' - you know, one blonde, (or brunette, or redhead), with, say, every 20 Spitfires....
Thanks too for the photos. You know, it was a remarkable thing; we showed them around the office, and everyone went out and got a haircut. Well, the fellas' anyway.

We make no apologies for showing you Janine again. After all, they did tell us her name. What next . . . ?

Attention Sports Six owners: When fitting a badge to the grille of the Sports Six, make certain that the fixing screws do not chafe the radiator block when the hood is closed.

Some badges are supplied with very long screws, which should be shortened to a suitable length, either before or after fitting.

Standard-Triumph inform us that radiators damaged by badge screws, **will not be eligible for repairs under warranty.**

TRI-O-RAMA

Jack Griffee, Chairman of Triumph Sports Car Club of New Jersey is keeping us up-to-date with information on TRI-O-RAMA. Here's his latest news release, received a few days ago:

When you are all excited about an event like the Triumph TRI-O-RAMA, to be conducted June 22 and 23 by the Triumph Sports Car Club of New Jersey, you can't help but shout out: "Come on — this will be the most talked about and read about event of the year."

Letters and cards have been arriving with each mail delivery. Jim Coplan from Washington, D.C., asked to be placed on the roster for two cars — a TR-3, and a new '63 Spitfire 4 (R.H.D.) John Bessler and wife of Glenview, Illinois, are anxious to be on the road to the Club 300 in their new TR-4.

The club has plans for constructing a Monte Carlo-type starting ramp, with overhead checkerboard banner reading — "TRI-O-RAMA-START". An official TSCC professional photographer will be at the starting ramp, and will take a picture of each contestant, which will be available to the participant, or his home town newspaper if a trophy winner.

For a complete program and application form write to: Jack Griffee, Chairman, Triumph Sports Car Club of New Jersey, 108 Ricker Road, Kinnelon, N. J.

CLASSIFIED

FOR SALE: For TR-3 — tonneau cover — $25.00, boot cover — $5.00, both practically new — wind wings — $5.00 — Shop Manual for TR-3 — $5.00 Contact: John B. Branam, 611 Hillcrest Drive, Gallatin, Tennessee.

FOR SALE: For TR-3 — Canoe rack, luggage rack, Service Instruction manual for TR-2,3. Contact: Norman Bottom, Apt. 103, 6224 Dallas Place, Washington 21, D.C.

FOR SALE: 1962 Competition TR-4. Third in national standings, fourth in Northeast Division. Equal to class championship car since fitting headers and 4.3 rear end at end of season. Consistently beat DP cars. Fully equipped — wide wheels with added reinforcing ribs, optional cam, heavy duty valve springs, Koni adjustable shocks, H.D. springs, overdrive, headers, light flywheel, electric fuel pump, limited slip differential, custom made curved plexiglas racing screen, fitted tonneau, balanced, polished, new Goodyears. Spare 3.7 rear end, and sway bar included, wire wheels available. Excellent condition, suitable for fast road car or ready to go on the track. New dark metallic green paint with white wheels. Worth over $4,000 new, plus more than 100 hours preparation. Professionally maintained by Checkpoint Foreign Car Service. Sell for — $3,050. Contact: B. D. Kellner, 572 A, Allenhurst Road, Buffalo 26, N. Y. or call — TR 3-2352.

FOR SALE: 1961 Red TR-3A, black hardtop and softtop. Black side curtains, black tonneau cover, abarth exhaust system, wire wheels, Stromberg Carlson radio, rear fender and fender guards. Very clean. Contact: Robert Horowitz, 175 Beach 125th St., Belle Harbor 94, New York City.

FOR SALE: Padded baby car bed specially made to fit TR-3. Sturdy construction — $15.00. Contact: Eric Friis, 1234 E. Madison Park, Chicago 15, Illinois.

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
Competition Preparation Booklet	$1.00

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 17, N.Y. 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.