



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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SEBRING '63 Souvenir Issue



TSOA Staff photo

Finally, after the months of preparation . . . crucial day and night-time practice sessions over the 5.2 mile circuit, continual checking and re-checking of the cars, briefing the drivers, calculating lap times, (and what's the opposition doing? . . .), at last, the day of the 'big one' dawned.

Saturday, March 23. Time? About 45 minutes before the start of the 12 Hour Grand Prix of Endurance at Sebring. 9.15 a.m. and the Florida sun is already warming the cool early-morning air, promising a hot day ahead. The fans are everywhere — lining the circuit, crowding into the Bleachers, with hundreds milling around the pits and starting area.

Everyone, it seems, has at least one camera — some have two, even three. Girls in tight pants and hair bleached by the sun shuffle around the cars. Someone says: "There's Rodriguez . . . talking to the Ferrari mechanic . . ." An inquisitive crowd gathers around Pedro. Boy! he looks young . . .

Thirty minutes to go. Must seem like an eternity to the drivers. Some check their watches about every couple of minutes or so. Others congregate into small groups, and talk. One or two wander up and down in front of the cars, in the company of their own thoughts. A mechanic checks tire pressures — for the umpteenth time — on one of the TR-4 Hardtops.

Then someone, with thoughts for posterity, gets the team of Triumph drivers lined up in front of their cars. "We need a photo fellas . . ."

From left to right, Mike Rothschild and Peter Bolton. Then, Charlie Gates, Ed Diehl and Bob Cole in front of their TR-4, number 38. In front of car number 37, Jim Spencer, Bruce Kellner and Bob Tullius. This is the team that will go on to finish First, Second and Fourth in Class.

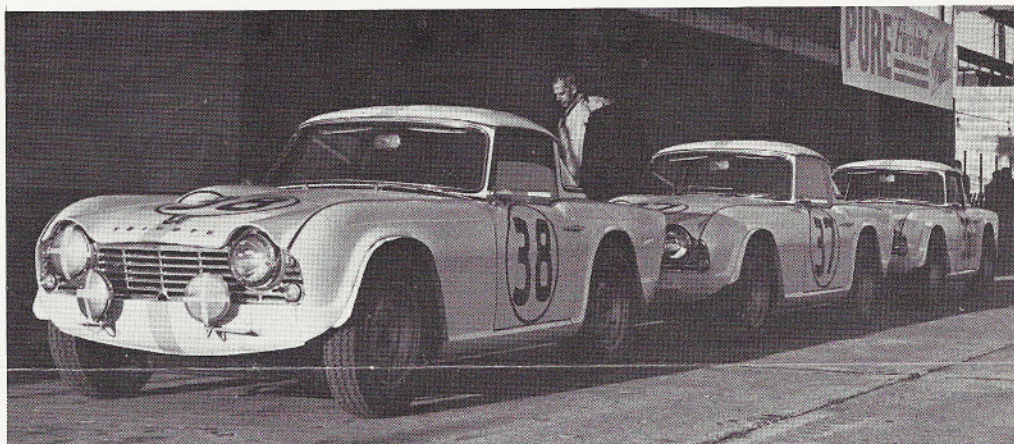
The drivers smile, look relaxed . . . and the clock ticks on. Nothing much to do but wait. All the hours of preparation, the skinned knuckles, sore knees, aching backs, strained muscles, sweat . . .

If you're right there, the start is almost an anti-climax. First, the countdown over the p.a. system — 5 — 4 — 3 — . . . then suddenly the drivers are sprinting across the road to their cars. Seconds later, the entire line-up roars into life. Gears are engaged; then confusion, smoke, dust, the acrid smell of burnt rubber, as the cars leap away.

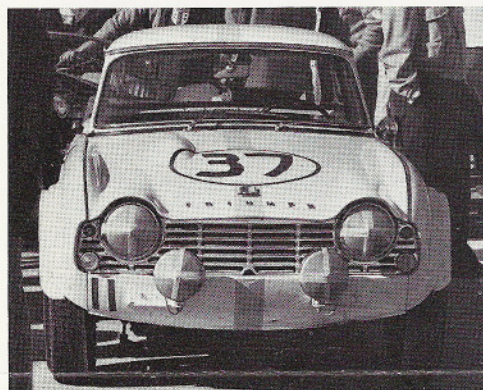
But, the really big thrill comes when . . . well, how do you describe it. You've made your way back from the start to the timing room above the Triumph pits. By this time, the fastest machines — Ferraris, Cobras, Jags — are already starting on their second lap. Then, (you catch your breath), appearing under the Martini-Rossi bridge, and roaring up the pit straight comes the first car of the Triumph team — number 36. And right on his tail, number 37; and by golly! — right on his tail, number 38. They roar by as if joined by an invisible thread. The drivers give the 'thumbs-up' sign to the pits, and the exhaust notes mingle to make a sweet music . . .

A beautiful and glorious sight, and a moment full of emotion and pride for all in the Triumph crew. I know — I was there.

Triumph At Sebring



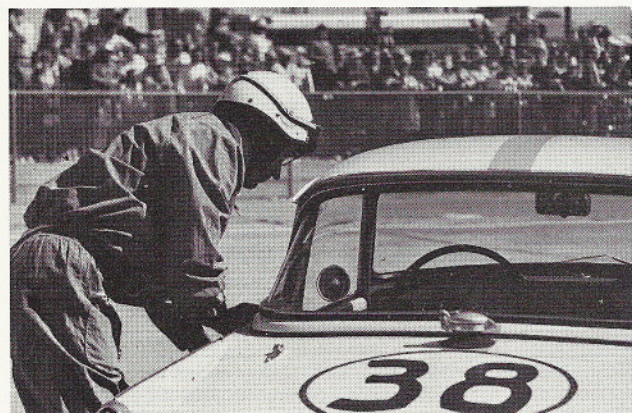
The team of three TR-4 Hardtops stand gleaming in the early morning Florida sunshine.



Here can clearly be seen the aluminum strips that were fitted to the front and rear fenders to allow for the wide base wheels, and thus meet F.I.A. regulations.



Two studies in 'minutes - before - the - start' concentration — Peter Bolton strolls, while 'Kas' Kastner meditates.



The p.a. system crackles . . . '5—4—3 . . .' then suddenly the drivers are sprinting across the road, into their cars, and away . . .

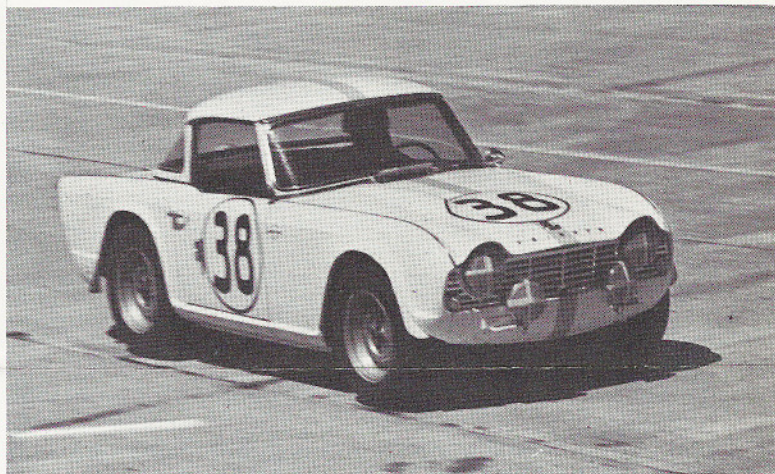


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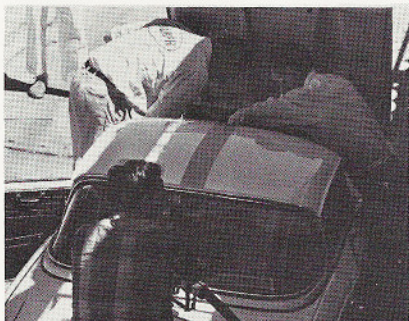
TSOA Staff photos



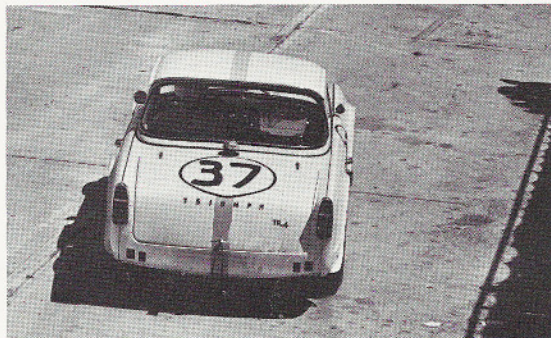
During the latter part of the first hour, an over-anxious A.C. Cobra ran into the rear end of #38, breaking every exhaust pipe hanger off. The car pitted, and the crew quickly carried out emergency repairs.



#38 on the pit straight. The TR's were hitting about 110 mph along this stretch.



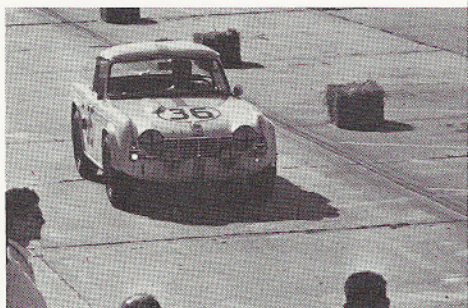
#37 being refuelled, motor checked on one of the pit stops,



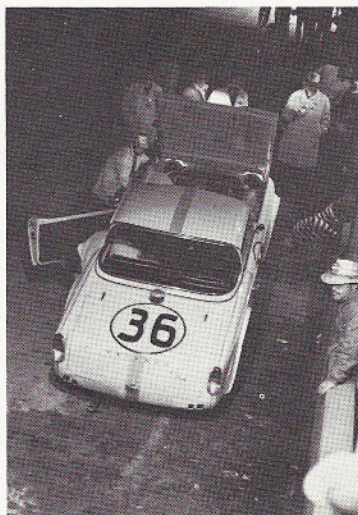
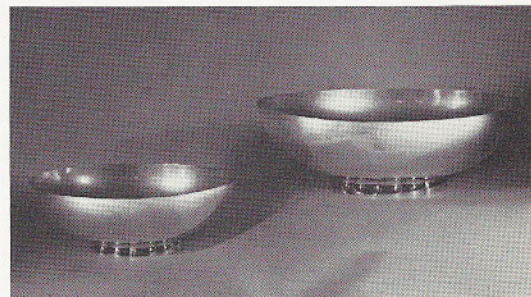
and seconds later, with driver change, away we go . . .



Handling the pit signals was Mike Cook, S-T's Ad. Manager.



Peter Bolton brings #36 into the Triumph pit. During the 12 hours, this car covered 172 laps (about 895 miles), finished 1st in Class, and 22nd overall. Photo on right shows one of the night pit stops.



The trophies presented to Standard-Triumph Motor Company for 1st and 2nd in G.T. Class 11. Car #37 finished 4th in Class; had there been a Team Prize this year, the company would have taken this also.



Well . . . the Triumph pit was right next to the Ferrari pit . . . and round about two in the afternoon this beautiful model appeared in a gorgeous summer dress . . . and she was posing and being photographed . . . and y'know, your editor, (he's the professional-looking guy on the left), forgot all about our team . . . just for a minute of course.

'Let George Do It' Goes Full Sebring 12

That was the headline to a story written by Howard Kleinberg, Executive Sports Editor, that appeared in the Monday, March 25th edition of The Miami News.

Who's the George in question? George Waltman, Service Representative for Genser-Forman Triumph Distributors, Union, New Jersey. For the second year in a row, George drove the Sebring 12 entirely on his own, in his virtually stock TR-4—including radio antenna—and finished just as strongly as he started.

To quote the Miami News article: "His (George's) Triumph is not something prepared by a factory specifically to race at Sebring. It is George's car; for the groceries, to go to the movies, to drive down from New York, to race at Sebring."

"He has no full-time team of expert mechanics. In fact, George's mechanics don't show up until race time. In the few practice days prior to race day, Waltman is his own crew at Sebring."

Well, George covered 154 laps during the lonely, dusty 12 hours—a distance of some 800 miles. He saw the sun come up; experienced the same before-the-race apprehensions as all of the other drivers—with one big difference. George knew he'd be behind that wheel for the entire 12 hours, while 3-hour shifts, with rest in between, would be the stint for most of the others.

George felt the heat of the day increase, then slowly subside; saw the sun drop into a fiery Western sky. Flicked on the TR-4's headlights as darkness blanketed the course; changed down for the hundredth time as he approached the 'esses'—and still the car sounded and performed as it did on the very first lap.

Of the 65 cars that started, 23 retired with a variety of mechanical troubles. George and his virtually stock TR-4, completed the 12 hours, finishing in 37th position overall, and 5th in Class.

But sometimes, facts and figures aren't so important. This year, for the first time at Sebring, there was a special trophy—'The Hayden Williams Sportsmanship Award'—donated by Al Sweeney, President of National Speedways. To quote the Official Results Form—"awarded through poll of attending press to one person active on the 12 hour race for some act of sportsmanship."

George Waltman, the only man who can boast of driving the full Sebring 12 hours by himself, two years in a row, was deservedly awarded this unique trophy.

All we can say is—'Well done George, and see you next year!'

CLASSIFIED

FOR SALE: For TR-3 — tonneau cover, perfect condition — \$27.00. Left and right rear bumperettes, chrome — \$20.00, postage paid. Contact: Norman C. Greenberg, 5435 N. Kennebec, Tucson, Arizona.

FOR SALE: Centurion plastic and aluminum side curtains for TR-3, 3A (with Dzus fasteners). Original cost — \$90.00; used one year — now asking \$50.00. Black tonneau cover with new zipper — \$20.00 Contact: P. J. Holsberg, 46 Taylor Ave., East Brunswick, N. J. or phone CH 7-1766 ext. 6362 weekdays.

FOR SALE: Austerity program requires disposal of TR-2, 3 hard cover, factory workshop manual, library condition — \$6.95. Red tonneau cover for TR-2, like new with snaps — \$35.00. Two red TR-2, 3 bucket seats (bottom pan & back and seat) less slides, like new — \$49.00 ea. Beautiful chromed "Triumph TR-3" shift lever knob—\$2.00. (Above prices in Canadian Funds). No reasonable offer refused. F.O.B. Toronto. Contact: Frank R. Steele, 121 Alexandra Blvd., Toronto 12, Ont., Canada or phone HU 8-4911.

WANTED: Cushion for '60 TR-3A rear jump seat. Black with white trim. Also sectional rear bumper, not tube type. Contact: Ray McLeod, 3743 Electra, San Antonio 18, Texas.

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

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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.