



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

NEW YORK 17, N. Y.

VOLUME 10, NO. 3

MARCH, 1964

COMPETITION ISSUE... *and the issue is competition*



Roy Fidler, member of the Triumph SHELL 4000 Rally team, here seen driving the SPITFIRE with which he placed 2nd overall in the recent 800-mile Welsh International Rally.

In the latter part of 1961 Standard-Triumph announced that the company was to take considerably more interest in the SCCA racing scene. It was true, the TR-3 had been successfully campaigned in National and Divisional sprint races by many accomplished drivers, for some years. However, with the advent of a new model — the TR-4 — it was decided to offer tangible assistance to the competitor who wished to drive Triumph. Even a cursory check of the TR-4's specifications — wider track is a good example — suggested that with diligent preparation, plus a few competition 'goodies', this car would out-perform its ancestral brother . . . drivers being equal in ability of course.

After considerable research among the driving fraternity as to the type of help they needed from the company, the Racing Assistance Program was drawn up. Under this unique program the more successful Triumph drivers in both National and Divisional races received small expense payment checks from the company . . . "to assist with the expenses of your next race."

Research and development of the options that were necessary to make the TR-4 into a potential Class-winner was carried on by 'Kas' Kastner. 'Kas' at that time was Service Supervisor at Triumph's Western Zone office. In addition to carrying out his normal duties, 'Kas' was working on new camshaft configura-

tions, improving the TR-4 engine's gas-flow, etc., etc., and while he had already a wealth of knowledge on the preparation of the TR engine from his own racing days, quite naturally he learned a whole lot of new things. And 'Kas' is the first to admit that he's still learning.

The existing and newly-gained knowledge was eventually put down on paper . . . edited . . . re-written . . . edited again . . . to finally emerge as the first TR-3/TR-4 Competition Preparation Booklet. This booklet represented a serious attempt by 'Kas', and the Triumph people to make available to drivers up-to-date tuning information, so that anyone with a modicum of preparation experience, *could* make their car into a Class-winner. The booklet was also further proof of the company's genuine interest in seeing Triumph drivers compete *successfully*. Unquestionably the Racing Assistance Program was instrumental in putting more drivers into Triumphs. The program was intended to do just that, at the same time rewarding those drivers who did a little more than just "try." During the 1962 season, first year of the program, over 50 TR-3 and TR-4 drivers received expense checks from the company.

The '62 season came to a close with Triumph winning its first-ever National Class Championship, due to the brilliantly con-

We received an important Bulletin from Standard-Triumph's Competition Department concerning the company's Racing Assistance Program for 1964. The Bulletin is self-explanatory, here are the important points: "The Competition Department is pleased to announce that the Racing Assistance Program, which has been in operation for the past two seasons, will be continued for 1964. Events covered by the program include only SCCA National and Divisional races — no others.

Reporting Race Results

The effectiveness of the program will depend to a large degree on this department having the cooperation of drivers in sending along the results of the races. If in National or Divisional events, you finish in the top 6 in your Class (DP, FP or GP), please let us have the following information: Event: where held: date: overall finishing position (where Classes are combined): finishing position in Class: names and finishing positions of other TRIUMPH drivers in the race."

According to the Bulletin, the above information should be addressed to: Alan W. Holmes, Coordinator — Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N. Y. 10022.

Triumph drivers on the West Coast have started the season in fine style. The first event on the Pacific Coast Divisional Championship calendar was held at Riverside on February 2. In G Production SPITFIRE drivers took 1st, 3rd and 5th places. TR-4's were 2nd, 3rd and 5th in Class DP, and TR-3's were 1st and 3rd in their Class. On to Phoenix weekend of February 16 and the second Divisional Championship event. This was held at the newly-constructed Phoenix International Raceway.

In the A, B, C, and D Production event, Charlie Gates' TR-4 finished 3rd overall, easily winning his Class. Only cars to beat Charlie were an AC-Cobra and a Corvette.

The F Production race and Orris Ansen who had won his Class at Riverside, again proved that a fine job of preparation combined with excellent driving makes winning appear much easier than it actually is. Orris made it two-in-a-row with his Class victory.

Ed Barker who must surely be the leading contender for the G Production Divisional Championship, easily won the GP H Modified event. Ed gives due credit for his car's performance to Morrey Clack, his chief pitman and mechanic.

With two Divisional Championship events held, Triumph drivers lead the D, F and G Production points standings.

The Competition Department's mailing list of TRIUMPH drivers is being up-dated. The majority of drivers have recently received a questionnaire postcard requesting certain information.

THIS IS MOST IMPORTANT. If you intend to compete in SCCA events, and/or rallies, gymkhanas, hillclimbs, etc. etc. this season, please let the Competition Department have the following information:

Your name and address, model and year of TRIUMPH sports car owned, type of events in which you intend to compete — state whether Regional, Divisional or National level if competing in SCCA sprint races.

This will insure that you receive all Bulletins issued by the Competition Department.

You've doubtless heard of the expression — "luck of the Irish" . . . Well, we really don't know whether Ed Homsey from Avon, New York, Activities Director of the Triumph Touring Club of Rochester and rallyist-extraordinary has Irish blood in his veins, but . . . In our previous issue we announced that the American team for the SHELL 4000 Rally would be Gordon Jennings and John Jerome, both of whom are on the editorial staff of CAR and DRIVER magazine. Well, due to business reasons John Jerome has had to withdraw from the team.

As we got it from Triumph's New York office, the story goes that someone put Ed Homsey's name forward to partner Jennings . . . the fact that Ed and his wife Shirley had finished 4th overall in last year's Historic New York National Rally (their first 'National') was brought up . . . Ed's performances during the past two seasons were reviewed . . . a telephone call to Ed . . . and yes, he'll partner Gordon Jennings to make up the American team.

According to a personal friend, who shall be nameless and may not be a personal friend after this . . . Ed in addition to being an outstanding rallyist is considered to be a bit of a witch, because of his instinctive ability to follow a rally route without getting lost. And during 1963 in his own club's 11 rallies, he won 7 consecutive 1st places . . . which is enough cause to get thrown out of any club!

sistent driving of Bob Tullius with his TR-4. And Triumph drivers won the Northeastern, Central, Southeast and the Pacific Coast Divisional Championships. Very nearly a clean-sweep for Triumph! For 1963 the SCCA Car Classification Committee boosted the TR-4 up a Class to D Production — an expected and easily-understandable move. However, the TR-3 was dropped down a Class to F Production, while the newly-announced SPITFIRE found itself 'classed' in GP. Meanwhile, 'Kas' out on the West Coast was busy with slide rule and graph paper plotting to keep the TR-4 ahead of its DP rivals.

Well, as most of you know Bob Tullius made it two-in-a-row for Triumph, clinching the DP National Championship in the very last race of the season at Thompson, Connecticut. Jim Spencer, who had been snapping at Bob's heels all season in the struggle for National Championship points, finally settled for a gallant second place with his TR-4. To point up the manner in which the TR-4 virtually dominated the D Production Championship, Harvey Marks tied for third and Bruce Kellner for fourth, driving . . . what else but 4's! A couple of other important events in '63. Sebring, the 12 Hour Grand Prix of Endurance, and the Triumph Team of three TR-4 Hardtops sweeping their Class (GT 11), finishing first, second and fourth. And 'Kas' being relieved of his duties . . . as Service Supervisor . . . and appointed as the

first-ever Competitions Manager for Triumph in the U. S. And so to this year and the 1964 season of SCCA racing. No changes in the Classes in which Triumphs will be competing — TR-4 in D Production, TR-3 in FP and the SPITFIRE in GP.

As announced elsewhere in this issue, the Racing Assistance Program is to be continued during the coming year. The SPITFIRE driver has his own Competition Preparation Booklet — buck-twenty-five-no-COD's-from-the-Competition-Department. Recently a revised tuning booklet for the TR-4 was made available — same price. Bob Tullius will be chasing his third National Championship in a newly-prepared TR-4. The SPITFIRE looks like a real contender for top GP honors . . . three TR-4 Hardtops, factory-prepared are in the SHELL 4000. The list of competition options for the SPITFIRE has grown somewhat from last season. And according to the Competition Department at Standard-Triumph, everybody and his brother will be driving Triumphs this season, judging by the mail, and phone calls, and inquiries. . . .

That decision back in the latter part of '61 by Standard-Triumph "to take considerably more interest in the SCCA racing scene" — to quote our own words . . . well, it sure started something!

HEAR YE! HEAR YE! ALL OWNERS OF A TR-3

A remarkable display of stamina, perseverance, and sheer good driving in the 2000-kilometer (1245 miles) Daytona Continental by Dana Kelder and co-driver Ara Dube, will probably not receive the publicity that is deserved. Driving a TR-3 prepared by Bill Cannons of Daytona Beach, they brought their car in to 15th position overall and 1st in Class GT 11. But, as the guy said who had just finished writing his autobiography, that's only part of the story. . . .

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, followed by an Aston Martin, Sunbeam Alpine, Porsche C, Volvo 1800S, a brace of Corvettes, a TR-4 (whoops!), an MG-B and a Sebring Sprite.

42 cars started, 25 finished. The winning Ferrari driven by Pedro Rodriguez and Phil Hill completed 327 laps (1244.96 miles), to complete the longest-ever U. S. race in 12 hrs. 40 mins. 25 secs. The Kelder/Dube TR-3 had completed 253 laps — about 964 miles — when the checkered flag fell, averaging 76 mph including pit stops. The race ended at approximately 10:45 pm, having started at 10 am that morning of February 16. At 4:50 pm, almost 6 hours before the finish, the TR-3 lost 1st, 2nd and 3rd gears, and from that point on Kelder and Dube had only 4th gear and 4th overdrive!

Great credit for the TR-3's performance must go to Bill Cannons who undertook the preparation. But perhaps in the final analysis it's the guys behind the wheel in this case, who deserve the plaudits. Blessed with a fine driving skill, it's truly remarkable sometimes what can be achieved when you add a dash of guts and sheer enthusiasm for competition. Our warmest congratulations to both drivers, and it seems to us that a story like this must make any TR-3 owner real proud!



'Kas' Kastner, Triumph's Competitions Manager, who won many a trophy with his very 'hot' TR-3 during his racing days, received a trophy for rather a different 'chore' recently.

At the SCCA Annual Convention held in Dallas, Texas, February 6-8, 'Kas' received the award for authoring the best technical article to appear in the SCCA monthly magazine *SPORTS CAR*, during 1963. The article was entitled "The Quarter-inch Drill Faces Life" and it dealt with the interpretation and application of the revised set of SCCA production category car-preparation rules that came into effect for the '63 season.

In the photo 'Kas' is accepting the award from James Kaser, SCCA's Competition Director.

Dave Baker of Rochester, New York, last year's activities director of the Triumph Touring Club of Rochester, and an enthusiastic TR-4 owner, has developed a set of speed factor tables which he hopes will put some fun back in rallying.

A practicing attorney in Rochester, Dave and his wife June, have been rallying for several years.

Last year they ran several national rallies sponsored by the Sports Car Club of America in their new TR-4 and placed eleventh in the Berkshire Rally, in front of all but one of the Chrysler team. They also placed well in the Rip Van Winkle rally, again in the TR-4.

While rallying, Dave decided that computing a correction factor and then multiplying it times all the necessary speed factors called for on a rally was just a chore that should be eliminated.

Working with a friend who was an I.B.M. machine programmer, he devised a set of speed factor tables

which correct all the minutes per mile *and* miles per minute speed factors from .95% to 1.5%.

The set of tables requires 201 8½ x 11" cards, but only one is used in any one rally, while the others remain in their specially designed box in the back of the car.

After using the tables for over six months, it was decided to market them throughout the country.

The response from already over-worked navigators was tremendous.

It has led to the formation of New York Rally Equipment Company, owned by Dave and June, which offers the most complete line of rally equipment available in the United States.

Further information on the tables and the company may be obtained from New York Rally Equipment, P. O. Box 8334, Rochester, New York 14618.

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.

Overheard On A Rally!

Driver: "Where are we?"

Navigator: "I'm not sure, but I think you should take your hat off."

Driver: "Why take my hat off?"

Navigator: "Because according to my calculations, we are now driving down the center aisle of St. Paul's Cathedral!"

from The Muffler—Toronto TSOA

CLASSIFIED

FOR SALE: Tonneau cover for 1961 TR-3, black, in perfect condition — \$15.00.

WANTED: Aluminum competition sump for TR-3. Must be in good condition. Contact: G. W. McCumby, 3387 Cumberland Dr., Apt. C, Chamblee, Ga. 3005. Phone 457-4583.

FOR SALE: TR-3A Work Shop Manual — \$5.00, brand new windings for TR-3A — \$10.00. Contact: A. H. Rausch, 2780 First Ave., New York City, N. Y. Phone: OR 7-1029.

FOR SALE: SCCA approved roll-bar for TR-3; 4 155x380 Michelin X Tires and tubes; 2 front Koni shock absorbers. Contact: Jim Goldsmith, 185 Bryant Ave., White Plains, New York. Phone: WH 6-4082.

FOR SALE: 5 Goodyear "Sports Car Specials" 5.50-5.90x15, T3 (long wearing compound) never mounted — \$140.00. 5 Dunlop SP's 165 5.50-5.90 x 15, used, tubes included — \$50.00. All 10 tires for \$175.00. Contact: Robin Boone, Carleton College, Northfield, Minn. Phone: NI 5-4431, ext. 353.

FOR SALE: Weber carbs type 42DCOE8 — linkage; intake and special exhaust manifolds for a TR-3/4 — \$180.00. Contact: Tommy Staley, Box 208, Gaithersburg, Md. Phone: CL 3-2572.

WANTED: Used side curtains (any color if good condition), 2 disc wheel rims for TR-3 (1962). Please state condition and price. Contact: S. J. Lee, 98-01 67th Ave., Forest Hills, N. Y. Phone: (212) TW 6-7552.

WANTED: For TR-3A, windings, transistor car radio, chrome luggage rack, service manual & starting crank. Contact: Frank R. Fries, 2108 McDonald St., Regina, Sask., Canada. Phone: 522-9246 (306) area code.

QUOTE: "Wives who can't stir up grounds for divorce by navigating on rallies are advised to turn the trick by tuning up the old man's Webers."

from Sports Car — published by SCCA

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.