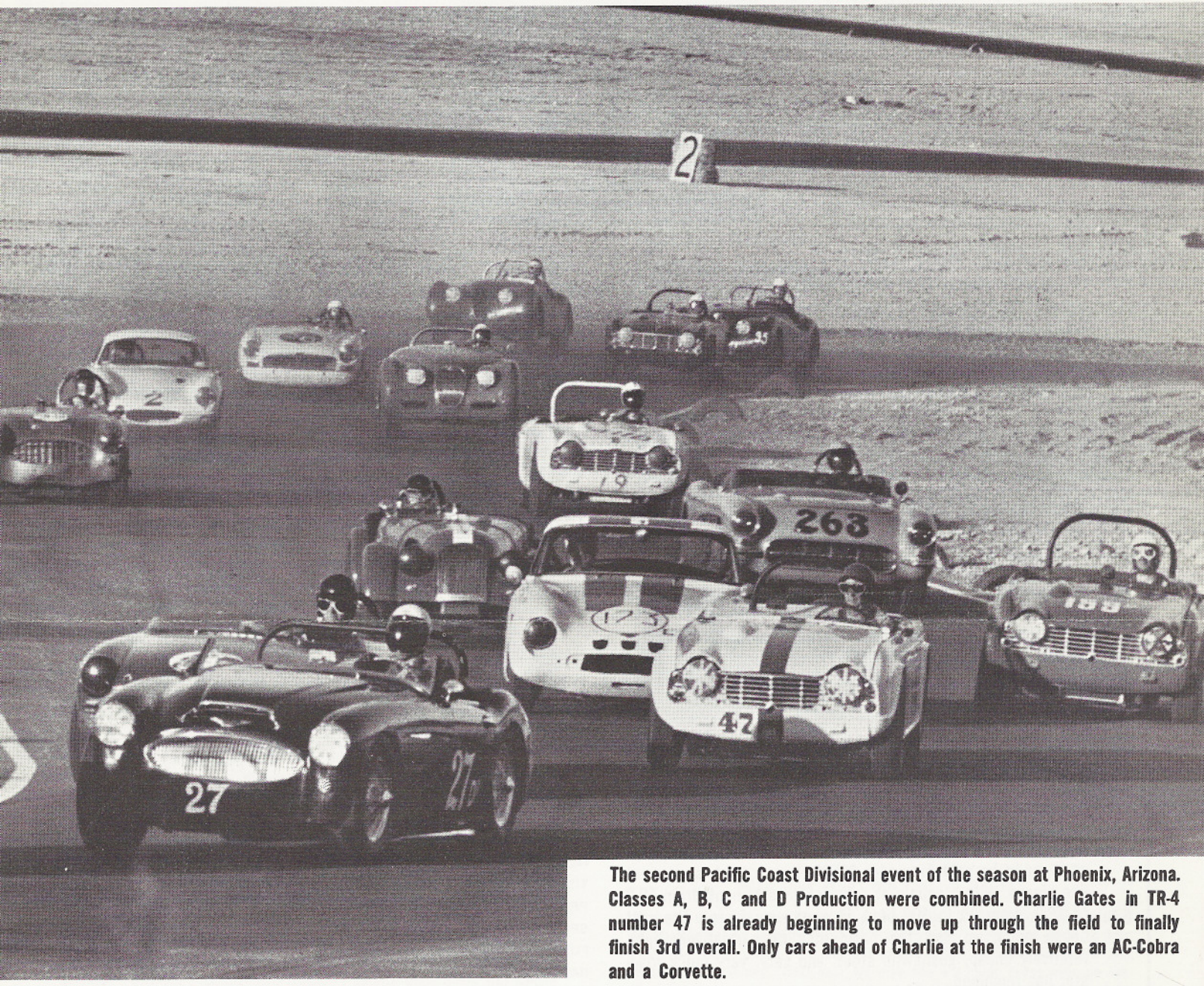
TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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

VOLUME 10, NO. 4 APRIL, 1964



The second Pacific Coast Divisional event of the season at Phoenix, Arizona. Classes A, B, C and D Production were combined. Charlie Gates in TR-4 number 47 is already beginning to move up through the field to finally finish 3rd overall. Only cars ahead of Charlie at the finish were an AC-Cobra and a Corvette.

FLASH! MARLBORO NATIONAL — BOB TULLIUS 1st DP. ERWIN LORINCZ 1st GP.
DANVILLE NATIONAL — BOB TULLIUS 1st DP. ERWIN LORINCZ 2nd GP.

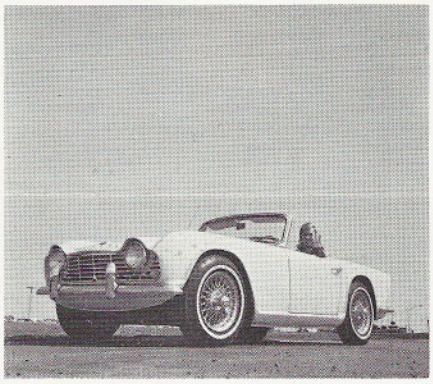
In the May issue of CAR and DRIVER magazine are the results of the Car and Driver Reader's Choice — *'The Ten Best Cars In The World'* — as selected by the magazine's readers. There were ten categories — Economy Sedan, Compact Sedan, Luxury Compact, Full-Size Sedan, Performance Sedan, GT/Sports Car under $3000, GT/Sports Car $3000-$6000, GT/Sports Car over $6000, Luxury Car, and finally All-Round Car.

The magazine's research department expected a return of between 1.0 and 1.2% of Car and Driver's circulation. However, in fact over 4000 returns were received, almost double the projected percentage.

The TR-4 was voted best in the GT/Sports Car under $3000 category — piling up a third more votes than the next car the MG-B. *(Now isn't that interesting. . . .)*

Here's what Car and Driver had to say about the TR-4:

BEST GT/SPORTS Under $3000 * TRIUMPH TR-4



To understand the popularity of the TR-4 one merely has to go for a ride in one. The combination of gutsy, storming acceleration, marvelously powerful brakes, and typical English handling to match, is a short course in why sports cars exist. The car is fun. It has the nimble size and maneuverability to go with its performance. It has an impressive array of dials and controls and buttons and switches, to emphasize the mystique. To an absolute newcomer to the experience (is there anyone left who hasn't at least **ridden** in a sports car?) the TR-4 must make as simple, basic, and honest a case for sports car ownership as any car there is. We feel relatively certain that few come away with any other impression than that this sort of thing is desirable. The next question is, at what cost?

Well, about $3000 is the most direct answer. Indirectly the first-timer gets into considerations of luggage space and weather accommodation and "foreign car" service. Fortunately the Standard-Triumph organization has forseen most of these considerations, and that's one of the best reasons they sell so many sports cars in this country—and so many of them to first-timers.

The TR-4 is a natural evolution of Standard-Triumph's efforts to catch onto the early popularity of the MG-TC and the Jaguar XK-120. With a firm eye on the market, and a firmer one on costs, Triumph came up with a combination of existing components that gave them a 2-liter, 2500-lb. roadster. It utilized pieces of sedans and various other Triumph products, so it could be sold for under $2500. It was light, so it went like blazes. With a couple of years of development (from TR-2 to TR-3, from 90 to 100 bhp), it went even faster. The cost began going up, but the basic idea of a relatively light, relatively cheap, goshawful stout, and very, very quick roadster has remained.

The TR-4 is further evolution. It suffers where other TRs suffered (a heavy solid rear axle on the highest performance car in the line, while the rest of the underpowered Triumphs have a sophisticated independent rear, etc.) But it still dominates whatever production racing class the SCCA happens to put it into in any given year; it can still be bought for $3000; and it still goes like blazes. The car has brought relatively cheap, relatively exhilarating sports cars fun to more people in this country than any other except perhaps the various versions of MGs, which have been in production longer. The weight goes up, the price goes up, the car gets more civilized, but it's still a slam-bang, hell-for-leather fun car. And it's a logical choice in its category.

ENGINE	Type	Water-cooled in-line four
	Bore x stroke	3.39 x 3.62 in, 86 x 92 mm
	Displacement	130.5 cu in, 2138 cc
	Power (SAE)	105 bhp @ 4750 rpm
	Torque	128 lbs-ft @ 3350 rpm
TRANSMISSION		4-speed all-synchro, overdrive
BODY AND CHASSIS		Channel-section steel frame, all-steel body
SUSPENSION		F: Ind., unequal-length wishbones and coil springs, anti-roll bar. R: Rigid axle and semi-elliptic leaf springs.
BRAKES		11-in disc F, 9-in drums R, 370 sq in swept area
WHEELBASE AND TRACK		88, F 50, R 49 in
DIMENSIONS		L-156, W-57.5, H-50.0 in
WEIGHT AND DISTRIBUTION		2245 lbs, 50.5/49.5%
TIRE SIZE		5.90 x 15
PERFORMANCE 0-60 MPH		10.5 seconds
SPEED IN GEARS		33/52/78/102/OD 105 mph
FUEL ECONOMY		20-27 mpg
BASE PRICE		$2999 POE NY

COMPETITION OPTIONS

The Competition Option Lists for the TR-3, TR-4 and SPITFIRE have just been up-dated to include all of the latest SCCA-approved options. If you require additional copies of the lists write to Alan W. Holmes, Coordinator-Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N. Y. 10022.

SPITFIRE

		Suggested Price
V 178	Wide Base Wheels (4½" rim) — each	$20.70
V 177	Oil Radiator Kit	69.95
V 170	Rear Suspension Camber Compensator	24.95
V 340	Competition Front Shock Absorbers (Koni) — each	24.00
V 341	Competition Rear Shock Absorbers (Koni) — each	24.00
502017	4.87:1 Rear Axle Ratio	27.87
502018	4.55:1 Rear Axle Ratio	27.87
301698	Differential Cage Unit	15.62
508904	Complete Nose Section (4.87:1 Gear Ratio)	142.50
508905	Complete Nose Section (4.55:1 Gear Ratio)	142.50
V 174	No-Spin Differential 4.55:1 ratio	115.00
V 391	No-Spin Differential 4.11:1 ratio	115.00
V 392	No-Spin Differential (case only) 4.55:1	20.00
V 393	No-Spin Differential (case only) 4.11:1	20.00
V 339	Alternate Grille Assembly	29.95
V 399	Competition Front Springs	15.50
V 400	Competition Rear Springs	40.00
511401	Overdrive Kit	287.50
V 172	Competition Exhaust System (4 branch)	67.00
V 401	Close Ratio Transmission Gear Set	185.00
V 175	"B" Camshaft (must be used with competition valve springs)	58.75
V 181	Bendix Electric Fuel Pump	25.75
V 176	Competition Valve Springs — set	7.80
512339	Competition Front Brake Pads — set	12.88
V 398	Competition Rear Brake Linings — set	38.00

TR-3 — TR-4

		Suggested Price
*V 010	Bendix Electric Fuel Pump	$25.75
*V 114	Oil Radiator Kit	69.95
V 387	Bolt-on Alloy Wheels (5" rim) — each	63.64
V 049	Bolt-on Steel Wheels (5" rim) — each	25.00
V 012	Rear Suspension Torque Rods	42.45
*V 015	Competition Valve Springs — set of 8	39.50
V 018	Competition Push Rods — set of 8	16.00
*V 016	"C" Camshaft	52.00
*V 017	"D" Camshaft	58.79
*V 115	Competition Clutch Pressure Plate	31.46
*V 364	Competition Clutch Driven Disc	35.00
*V 011	No-Spin Differential	116.50
V 113	Competition Exhaust Manifold	75.00
510584	Front Anti-Sway Bar	28.13
*502126	Aluminum Sump Kit	61.25
*505014	4.1:1 Rear Axle Ratio	43.75
*502523	4.3:1 Rear Axle Ratio	39.37
*503924	4.5:1 Rear Axle Ratio	51.25
*301590	10" Alfin Rear Brake Drum	45.00
*202267	9" Alfin Rear Brake Drum	45.00
*V 342	Competition Front Shock Absorbers (Koni) — each	23.50
*506169	Wire Wheels — 60 Spoke (lacquered) — each	50.00
*506170	Wire Wheels — 60 Spoke (aluminum) — each	50.00
*506171	Wire Wheels — 60 Spoke (dull chrome) — each	50.00
*507123	Overdrive Kit	208.20
132766	Lightweight Flywheel (21 pounds)	37.50
V 395	Carburetor Fresh Air Tube	5.95
506691	Graded Piston F-G-H — each	15.13
105539	Liners F-G-H — each	13.25
V 396	Vacuum Brake Servo	48.00
*V 397	1991 cc Fiston/Liner Kit	126.30
*201899	Competition Front Road Spring — each	12.63
V 398	Competition Rear Brake Linings — set	38.00
512541	Competition Front Brake Pads — set	18.63

***Parts not marked with an asterisk for TR-4 ONLY.**

These options for TR-3 ONLY:

508397	Front Anti-Sway Bar	20.00
502127	3.7:1 Rear Axle Ratio	43.12
301644	Skid Plate	10.62
122208	Piston Assembly, 86mm bore — each	15.50
122166	Cylinder Liner, 86mm bore — each	15.62

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) to address above.

TRI-O-RAMA

This will be of particular interest to TSOA members in the following states: Connecticut, Delaware, D.C., Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont.

TRI-O-RAMA — a weekend of stimulating activities and goings-on of particular interest to all TRIUMPH owners.

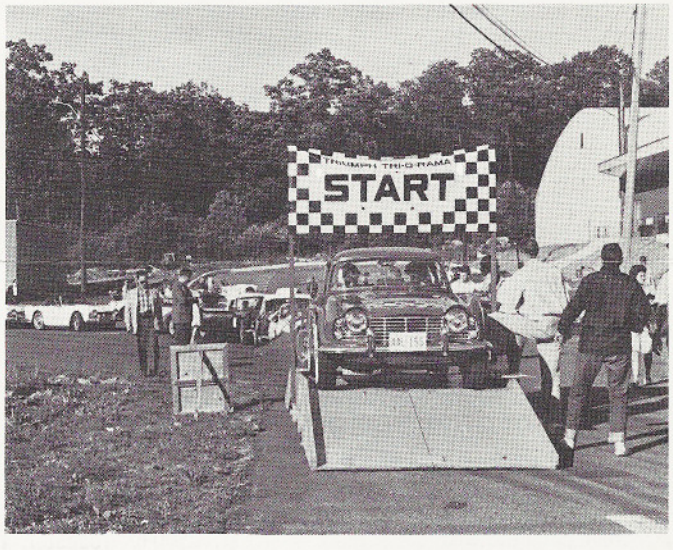
TRI-O-RAMA was first held last year, the idea originating with and the organization handled by the Triumph Sports Car Club of New Jersey. The weekend was a complete success.

In fact TRI-O-RAMA was such a complete success that National TSOA, after consultation with the New Jersey Club, decided that the scope of the event could be enlarged to become virtually a TSOA weekend with a variety of events appealing to all TSOA members.

To give you some idea of the potential of a weekend event of this type, in the 12 states listed above there are approximately **2,750 TSOA members!**

Events tentatively scheduled for this year's TRI-O-RAMA to be held in June include the TRI-O-RAMA Rally on the Saturday, followed by an informal buffet dinner dance. A gymkhana on the Sunday followed by the Victory Dinner at which time trophies will be presented. Prior to the Victory Dinner there will be a cocktail party — TSOA will be your host, and your Association is also to donate the trophies.

In addition, arrangements are being made to have various interesting displays set up — one will graphically deal with the history of Standard-Triumph. Personnel from Standard-Triumph's Service Department will handle technical sessions for Triumph owners; there will be film shows, a photographic contest, and at the Club 300 on Route 17, Upper Saddle River, New Jersey — which will act as TRI-O-RAMA headquarters — there are fine facilities for swimming, bowling, or just taking it easy.



Last year's highly successful event and the start of the TRI-O-RAMA Rally.

MAKE YOUR PLANS FOR JUNE 26 - 27 - 28 !

It should be noted that this is the first time that National TSOA has decided to wholeheartedly identify itself with and actively support an event of this type. We want this to become an annual affair, growing in scope and interest. Who knows? Next year we may see a similar event over on the West Coast, in addition to the East Coast TRI-O-RAMA! Further and complete details next issue of the NEWSLETTER.

If you want advance details NOW, write to TSOA. And let's make TRI-O-RAMA '64 an event to remember!



Winning TR-3 driver Bill Kirchoff at the starting line, with his wife navigating.

Our thanks to Kansas City Triumph Sports Car Club for this photo and story. The Kansas City Council of Sports Car Clubs composed of the K.C. TR Club, K.C. Region of SCCA, the Heart of America Sports Car Association and the K.C. Corvette Club recently put on an economy run for the benefit of the Cerebral Palsy Association. One hundred seventeen cars were entered and more than $300.00 was turned over to Cerebral Palsy, after all expenses were paid. Triumphs were very much in evidence and topped the field in class "D", taking the first four places. Top Triumph Driver was Bill Kirchoff, a Club Member with a fantastic 58 Miles Per Gallon.

Skelly Oil Company sponsored the event providing trophies and dash plaques and their Public Relations department was most helpful in promoting the event.

COMPETITION NEWS FLASH!
Pacific Coast Divisional races at Tucson, Arizona, April 4-5. First in D Production Norm Evans TR-4. First in F Production Orris Anson TR-3. First in G Production Ed Barker SPITFIRE. After three Divisional Championship events TRIUMPH drivers lead DP, FP and GP.

CLASSIFIED

FOR SALE: For TR-3, complete set original factory 1991 cc liners, pistons, rings, and pins. Just broken in 3000 miles before replacement with 2.2 kit — $55.00. Contact: H. L. Smith, 430 Anders, Marlin, Texas.

FOR SALE: TR-4 Tonneau cover, soft top, black original equipment, with complete bow hardware. I put on a hardtop. Take all for $65.00 plus shipping. Like new! Contact: Mel Shaw, 11671 Kiowa Ave., Los Angeles, California. Phone: 477-3418.

FOR SALE: One slightly used Dunlop white side wall tire 5.90 x 15 and one red seat belt. Both from 1961 TR-3A. Both for $20.00. Contact: Robert Gustafson, 66 Branchport Ave., Long Branch, New Jersey.

FOR SALE: 1960 TR-3 hardtop, also complete heater kit for TR-3. Contact: Jim Goldsmith, 775 Central Ave., Scarsdale, N. Y. Phone: SC 3-9630.

FOR SALE: 1961 Black TR-3 tonneau cover, like new. Also, TR-3A Service Manual, jack, lug wrench, and crank — cheap. Contact: Tom Zamberlan, 3710 Oakman Blvd., Apt. 10, Detroit, Michigan. Phone: GA 2-6100.

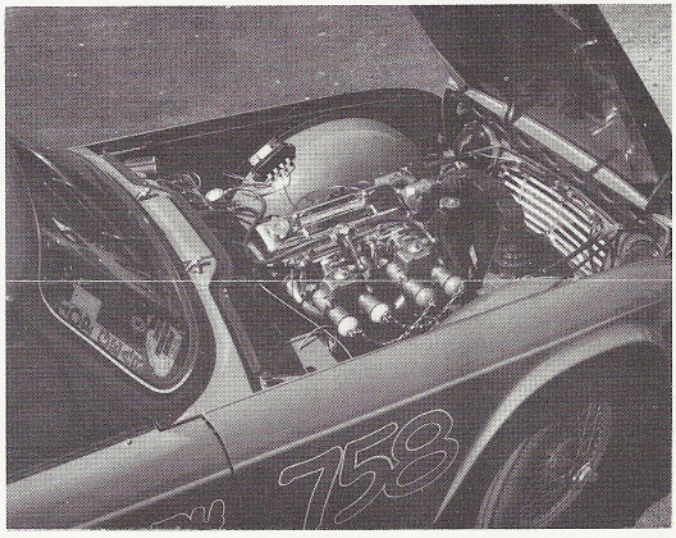
WANTED: For TR-3 a tonneau cover, a brass hammer for wire wheels, and a TR-3 grille. Contact: Paul Borko, Minnewaska Trail, Kerhonkson, N. Y.

WANTED: Factory Service Manual for TR-3A. Will pay $5.00 if complete and in good condition. Contact: C. V. Lucas, Jr., 511 Lilly Drive, Beckley, West Virginia.

WANTED: Hardtop for TR-3A (1959) and/or black softop, side curtains, tonneau cover. also, wind wings. Contact: Louis Reinoso II, P.O. Box 356A, Oakland Park, Fla.

FOR SALE: 1963 Red Herald Convertible — excellent condition — 18,000 miles, white walls, radio, heater, windshield washer, seat belts — $1,450.00. Contact: Steve Cohen, 2608 East 16th St., Brooklyn 35, N. Y. Phone: NIghtingale 6-9333.





Our warmest thanks to Stephen A. Barish of Glenside Motors, Glenside, Pennsylvania, builder, owner and tuner of what must be one of the hottest drag-TR-4's in the country. At the Winter Nationals, Daytona, the car took everything in its Class, broke the world's record being the first-ever 4-cylinder to turn in the 14 second bracket. Actual figure was 14.97 at 95 mph. And dig those Webers . . . !

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 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.