TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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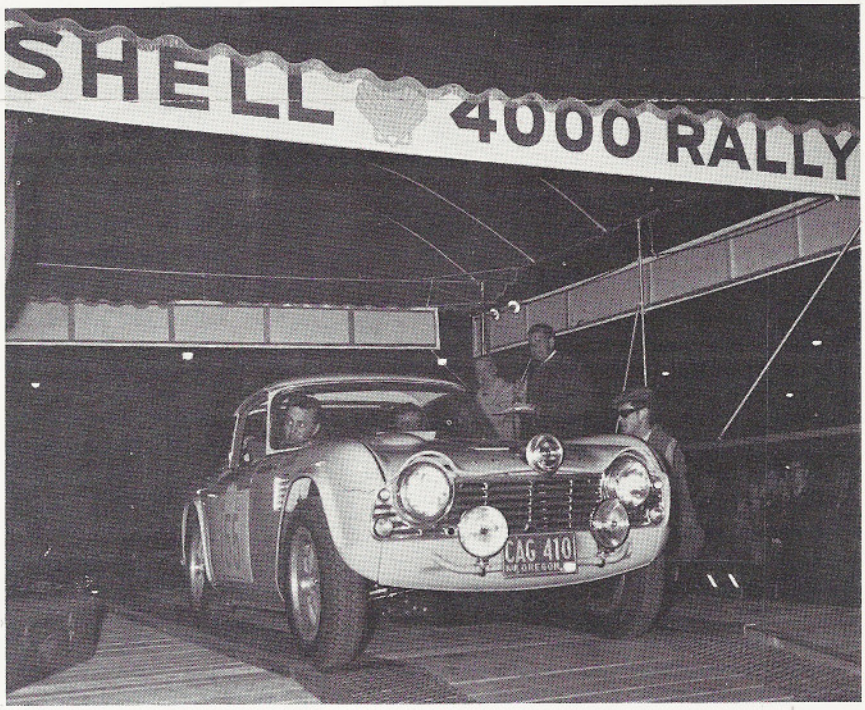
QUO VADIS Triumph . . . . and for why?

As most of you know this year's SHELL 4000 across-Canada Rally started from Vancouver on Saturday, April 18. As the day waned and the cool evening air began to spill down from the Rocky Mountains, the first of the rally cars was sent off midst a chorus of popping flashbulbs, followed at two-minute intervals by the remainder of the 61-car field. Ahead lay six days and forty-one-hundred-miles of hard, hard driving. An innovation this year, and one that was welcomed by the Triumph Team drivers, was the inclusion of special sections — high-speed runs over closed, narrow, two-lane twisting gravel roads.

In fact this year's event proved to be a rally in the best 'European' tradition, with very fast average speeds to be maintained over, at times, unbelievably bad roads of gravel, sand, dirt or mud, liberally peppered with suspension-wrecking potholes and with a sprinkling of snow for good measure. And after several days of this, five hell-for-leather-foot-to-the-floor laps of Mosport, before the final run and finish in Montreal on April 24.

Former Grand Prix driver Olivier Gendebien's comment at the conclusion of the rally was interesting:
"If they improve it as much next year as they have this year, then it will be the world's toughest rally — if it is not, right now."

But let's go back . . . . back to Vancouver just before the start of the '64 SHELL 4000. The three TR-4 hardtops looked great; all the 'tickling' and final tuning had been completed by 'Kas' Kastner, and now it was just a case of waiting until the time came for the first TR-4 to leave. There were quite a few people at the start, inquisitive onlookers, amateur photographers, a few bored girlfriends hanging on the arms of maybe future Eric Carlssons . . . . and a surprising number of people who were frankly astounded at the fact that Standard -Triumph had entered this event with a team of sports cars. One particular 'enthusiast' who admitted that he'd seen the start of every SHELL 4000 so far, and followed the progress of the cars with not a little degree of interest every year via the newspaper, radio and television reports, stated quite flatly: "You'll be lucky to finish one car let alone a team of three!" He then muttered something about lack of ground clearance, and those aren't really light alloy wheels are they . . . . ? When told that they were the optional mag wheels used by many, many Triumph competitors, he became positively delirious with laughter.



"They'll break on the first special section. This isn't a race y'know. It's a rally."
During the next few days we were to hear very much the same comments until . . . .

The fourth day's special section proved disastrous for Jean-Jacques Thuner and Roy Fidler. They had not one, but two blow-outs on this high-speed section, and drove something like 19 miles on the wheel before being able to effect repairs.

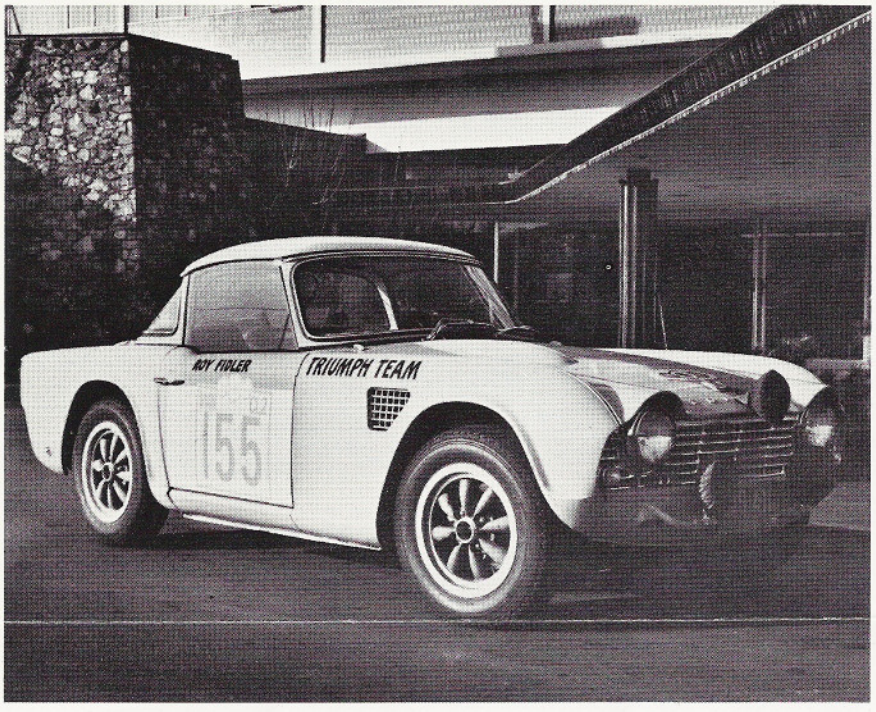
When the story got around that night . . . . 19 miles on the rim of a mag wheel which stood up magnificently . . . . well, a lot of people changed their tune!

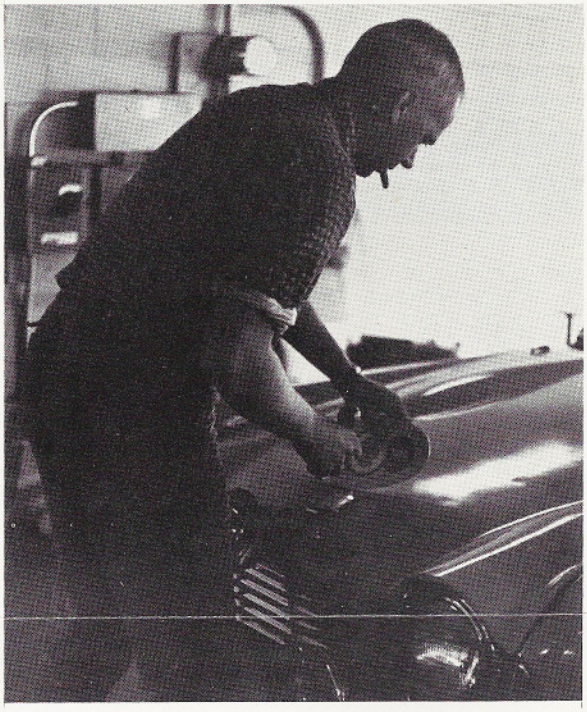
No longer was the use of mag wheels questionable. Now the opinion being voiced was that the TR-4's were sure to blow-up before the finish. This stemmed from the fact that on many of the special high-speed sections the TR-4's were undoubtedly the cars to beat . . . . and in fact were rarely beaten, Thuner in particular driving brilliantly. The TR-4's performance when compared with, we'll say, the performance of the high-powered Ford Falcons, started many a head shaking in sheer disbelief that the TR-4's could keep it up . . . .

So, at the start of the '64 SHELL 4000 we had the fact that Standard-Triumph were something less than wise to even enter a team of sports cars . . . . many an eyebrow shot up at the sight of the mag wheels . . . . and finally the cars were being driven too fast on the special sections to be able to keep up the pace . . . . even finish.

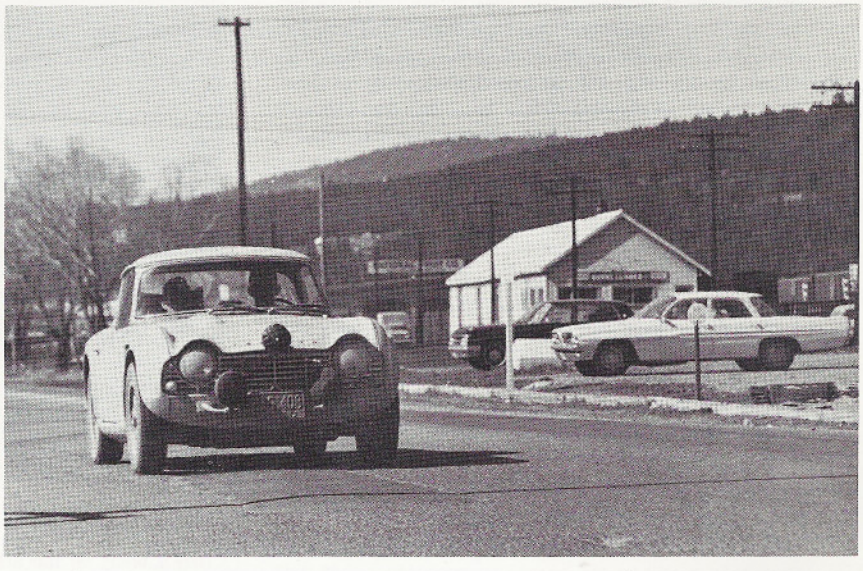
But finish they did, taking 2nd place in the much-prized manufacturers' team award category. Even the lone private entry TR-4 finished, through the sheer guts and determination of the car's driver, Barry Martin from Toronto. (We can't resist putting this in . . . . Ford with two teams of three Falcons couldn't finish a complete team).

Back at the office we did some checking. No sports car entered in the SHELL 4000 ever finished in a higher position than the Triumph Team TR-4 driven this year by Bert Rasmussen and Paul Coombe, both Canadians. Which sort of proves something don't you think?









The Thuner/Fidler TR-4 a few hours before the start . . . 'Kas' plus cigar fixes the rally plate to one of the cars . . . the cockpit which is pretty obvious . . . the Rasmussen/Coombe TR-4 at speed just before the breakfast stop Sunday morning . . .

TRI-O-RAMA

By the time you receive this issue of the NEWSLETTER, TSOA members in the twelve northeastern states will have received their copy of the TRI-O-RAMA brochure. So how about those crazy type faces on the front page . . . . ?

Well anyway the brochure gives most of the details of this year's event, which is shaping up as a most exciting and interesting weekend.

By way of posters which have been sent to all Triumph dealers in the twelve states, the article in the last issue of the NEWSLETTER, and additional publicity that has appeared in local newspapers, etc., etc., TRI-O-RAMA 64 is generating a tremendous amount of enthusiastic interest among all Triumph owners, whether they rally, enter gymkhanas or just drive their car for the sheer fun of it.

Let's make one thing clear right now. This is a weekend designed for all Triumph owners. As we told you last month, in the twelve northeastern states there are approximately 2,750 TSOA members. But of course, not every Triumph owner in the area is a member of TSOA . . . . shame!

So, we'd appreciate your help in publicizing TRI-O-RAMA, by utilizing every opportunity to mention the event to your fellow-TR owners. If any further information is required write to TSOA, or David Latto, TRI-O-RAMA Chairman, 155 S. Maple Avenue, Ridgewood, New Jersey 07450.

To refresh your memory on the Entry Fees and Accommodations, here they are again:

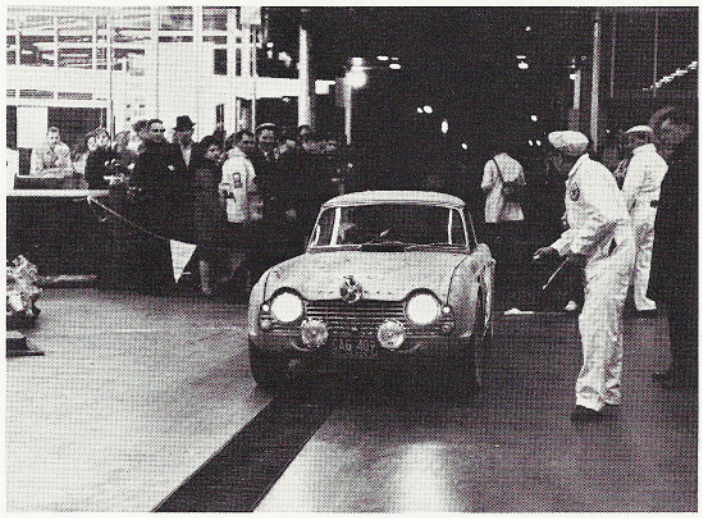
RALLY $5.00
GYMKHANA (per entrant) 2.00
RALLY plus GYMKHANA for both driver and navigator 8.00

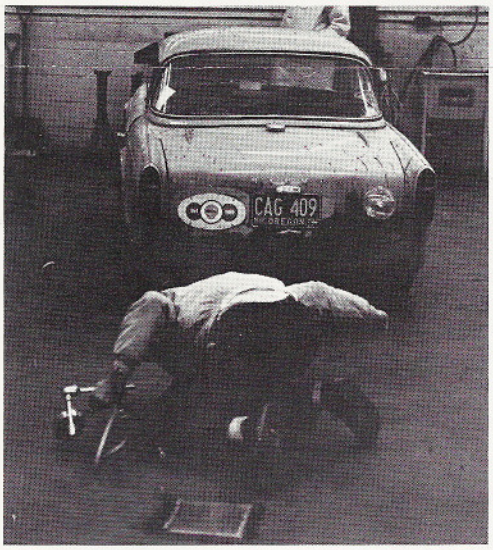
ACCOMMODATIONS:
The following package plans are available. All include the Saturday night Buffet Dinner Dance and the Victory Banquet. If you require any other accommodations please write to David Latto.

PLAN 1 Two in room, private bath, double bed.
Saturday night only $27.00
PLAN 2 Two in room, private bath, twin double beds.
Saturday night only 29.00
PLAN 3 Same as PLAN 1 but with Friday night included 37.00
PLAN 4 Same as PLAN 2 but with Friday night included 41.00

Don't forget the above include use of the fine facilities at the Club 300 — the pool, bowling, etc.



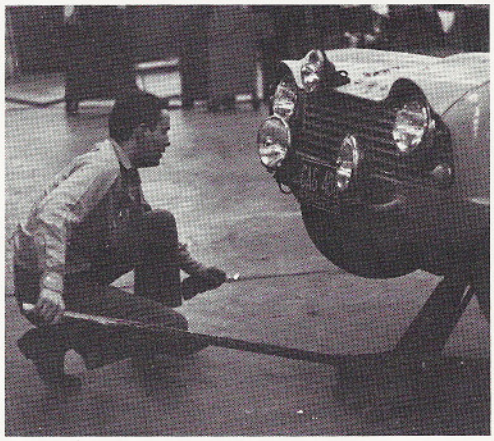












Splash! . . . Jennings/Homsey arriving at Toronto . . . Ed Homsey checks the rear end (I guess) . . . Gordon Jennings a helluva driver . . . 'Kas' confers with Paul Coombe . . . driver/navigator teams had 15 minutes end of each day to work on their cars . . .

HISTORIC NEW YORK NATIONAL RALLY

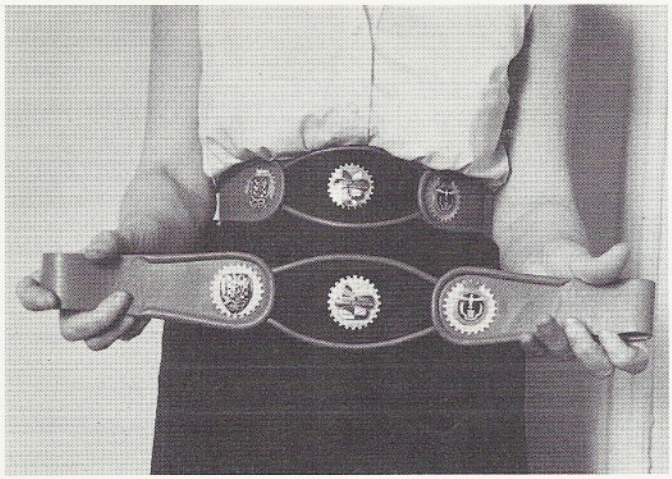
We received a very charming letter from Jean Reed, member of the Triumph Touring Club of Rochester, and co-chairman of publicity for the Historic New York National Rally, which is being put on this year by the Finger Lakes Region of the SCCA.

Along with her letter was enclosed a flyer on the event . . . . "As you may or may not know, the only National Rally in this area will be put on by the Finger Lakes Region of the SCCA. If you are an enthusiastic and experienced rallyist, this is your golden opportunity to run a National Rally at minimum expense and with minimum travel — for the Historic New York starts at the Towne House parking lot.

In addition to the fun and distinction of having participated in a National Rally, we think you'll find you will increase your own rally know-how more in one weekend than you would in a year of local rallying. We're not knocking local rallying — heaven forbid! Good national rallyists all got their basic experience in their local clubs, running local rallys and most of them continue to keep their edge with Sunday rallying. They all began as good Sunday rallyists who decided to try national rallying and found they liked it. This could happen to you! The fee for a National Rally is a little stiffer than local rallies of course: $25.00 for guests (non-SCCA members). A National Rally is always of 2-day duration, of approximately 500 miles (350 first day, 150 the next).

We, the members of SCCA, will not be your competition. It's our rally, so we'll be working. As host club, it is our privilege to set policy — and it is our privilege to issue a personal special invitation to you to run or look in on the Historic New York. See you there?

If you feel you'd like to give it a whirl — don't be bashful. Write to Mrs. Helen Cerino, 367 Fernwood Avenue, Rochester, New York 14609. **We'd like to thank Jean for the information. Incidentally, TEAM TRIUMPH — the National Rally team of three TR-4's sponsored by Best Motors, Triumph Dealers of Rochester, New York, will doubtless be competing. And naturally they have our best wishes for nothing less than an overall win.**



We received a news release along with the above photo from Emmet Greene, who owns Magnus Import Company, New York City. The company produces leather accessories, and as you can see in the photo, they have come up with an unusual and very interesting ladies' sports-dress belt, which has been designed and crafted exclusively for TSOA members.

Made in luxuriously soft Nappa leather, the belts feature an antelope suede center insert that carries replicas of car club badges. In the center, quite naturally, is a reproduction of the TSOA emblem, flanked on the one side by an emblem of the Automobile Club of Cannes in three colors, and the other side by the four-color insignia of the British Automobile Racing Club. The fired enamel badges are on gleaming gear-type medallions that measure 1⅝ inches in diameter. The TSOA emblem is 25% larger than the one carried on the masthead of the NEWSLETTER, to give you some indication. These attractive and as we said unusual belts are available in sizes 24 through 30 in British Racing Green, Italian Red, light saddle tan and black. The black model — in limited quantities — does not have a suede insert being executed in box calf leather. Priced at $10.00 including Fed. tax, postage, insurance and handling, the belts are sold on a 10-day approval basis. There are discounts available on club orders for four belts or more.

Send your check or money order to:

MAGNUS IMPORT COMPANY
P.O. Box 749
Manhattanville Station
New York 10027.

CLASSIFIED

FOR SALE: 1962 TR-3A — tonneau cover, radio, heater — practically new — 1,600. Contact: Leon Didonenicle, 296 Rugby Rd., Brooklyn, N. Y. Phone: IN 9-1623.
FOR SALE: TR-3 gas cap — slightly scratched — $8.50. Contact: Norman Levin, 2614 Independence Ave., Huntington Park, Calif. Phone: 589-2650.
FOR SALE: Black tonneau cover for 1959-1960 TR-3 or TR-3A, like new, only $20.00 or best offer. Contact: Chet Vogel, 120 Pelham Rd., New Rochelle, N. Y. Phone: (212) EM 1-9700—day or (914) NE 3-6260—day or night.
FOR SALE: 1958 Stylex Trailer; collapsible trailer that can be hauled one way, collapsed on back of car and carried home. Ready to attach to TR-3 (can be altered for TR-4). Cargo capacity 600 lbs., size 40" x 50". Contact: Arthur Reichling, 1820 Nereid Ave., Bronx, N. Y. Phone (212) FA 4-1797 after 6:30 p.m.
FOR SALE: Tonneau cover for TR-3/3A — top condition — $20.00. Contact: Howard Williams, 75 Shepard Ave., Newark, New Jersey 07112.
FOR SALE: 1960 TR-3A — black, white top, tonneau cover, 38,000 miles, overdrive, wire wheels, seat belts, transistor radio (portable), wind wings, adjustable steering. Factory Manuals included: service, parts, and S.U. Carb. — $1,500. Contact: Tom Andrews, 9319 Dunlap Ave., Cleveland, Ohio. Phone: (216) 641-0274.
WANTED: "Halda Speedpilot" complete with instructions, or similar navigational device. Must be in good working order. Send complete description and price. Contact: B. Whitelock, Rt. 1, Box 230B, Albion, Michigan.
WANTED: Service Manual and starting crank for TR-4. Contact: Lt. David Ahl, 713 Herman Pl., Fort Bragg, N. C.
WANTED: Standard mainshaft, gearbox extension and gearbox top cover for a TR-3. Contact: Bill Page, Dogwood Acres, Chapel Hill, No. Carolina.
FOR SALE: Complete set of shock absorbers for Spitfire. Contact: Jim Goldsmith, 185 Bryant Ave., White Plains, N. Y. Phone: (914) WH 6-4082.
FOR SALE: One pair windwings for TR-3A, like new — $10.00. Contact: A. H. Rausch, Jr., 278 - 1st Ave., New York, N. Y. Phone: OR 7-1029.
FOR SALE: PYE English radio (manual) fitted for TR-3 — used six months — $60.00 originally. Will sell for best offer in U.S. or Canada. Contact: Rita McKay, 1867 Durham Place, Windsor, Ontario, Canada.
FOR SALE: Perfect TR-3 rear deck lid — $25.00; perfect rear verticle bumper — $6.00; slightly dented rear verticle bumper — $3.00; horizontal rear bumper bar — $10.00; black seat cushion, leather perfect — $18.00; leather upholstery for back seat — $10.00; TR-3 driver seat. Contact: Jordan Miller, 5614 H.M.L. #3, Houston, Texas.

TSOA MAILBOX

Al. Simmons
Route 1, Box 152-A
Little Rock, Arkansas

14 April 1964

TSOA
New York

Dear TR Types,

As I am what the factory rep recently termed a 'purist', and as I am an Arkansas pioneer as to TR's, and as I feel like talking, here I am . . .

It all started with a TR-2, this Triumph disease, and its progress has been plesantly steady.

From there it progressed in a natural course to a TR-3 and then, as now, to my pride and joy: my 1962 TR-3A!

This automobile has a soul dwelling within its tinny innards!

With tender loving care have I engineered those little things a hardened TR owner learns to expect. With enthusaism and skill have I replaced the trunk (boot, dammit) drains with 1/2" copper tubing, with rare foresight have I visited the local motorcycle shop and purchased short chrome bars to protect the rear fender (wing, that is) from the door-opening idiots, with tenderness have I lined the battery box (I know that term, too) and added a larger drain there also, and with the patience of Jobe have I lubricated, adjusted, and polished.

In short, I have my lifetime car. Only death (or totalment) can seperate us from each other. I have the epitome (spelling?) of all TR-3A's. I have named her Mis'l and have christened her with beer.

As to the TR-4; I don't like it. Hence and forewith, I am a 'purist'.

Cheers,
Al. Simmons, TSOA,STAA, etc.

PS - I have also replaced the tunnel carpeting with rubber. Roll-up windows on the TR-4! Come now!

QUOTE

"In American movies, three girls throw coins in a fountain. In Italian movies, they throw in the girls — like Anita Ekberg. It's about the same in racing. In America, they need more power, they mill the head. In Italy, they build a new flat-12"

from SPORTS CAR magazine.

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.