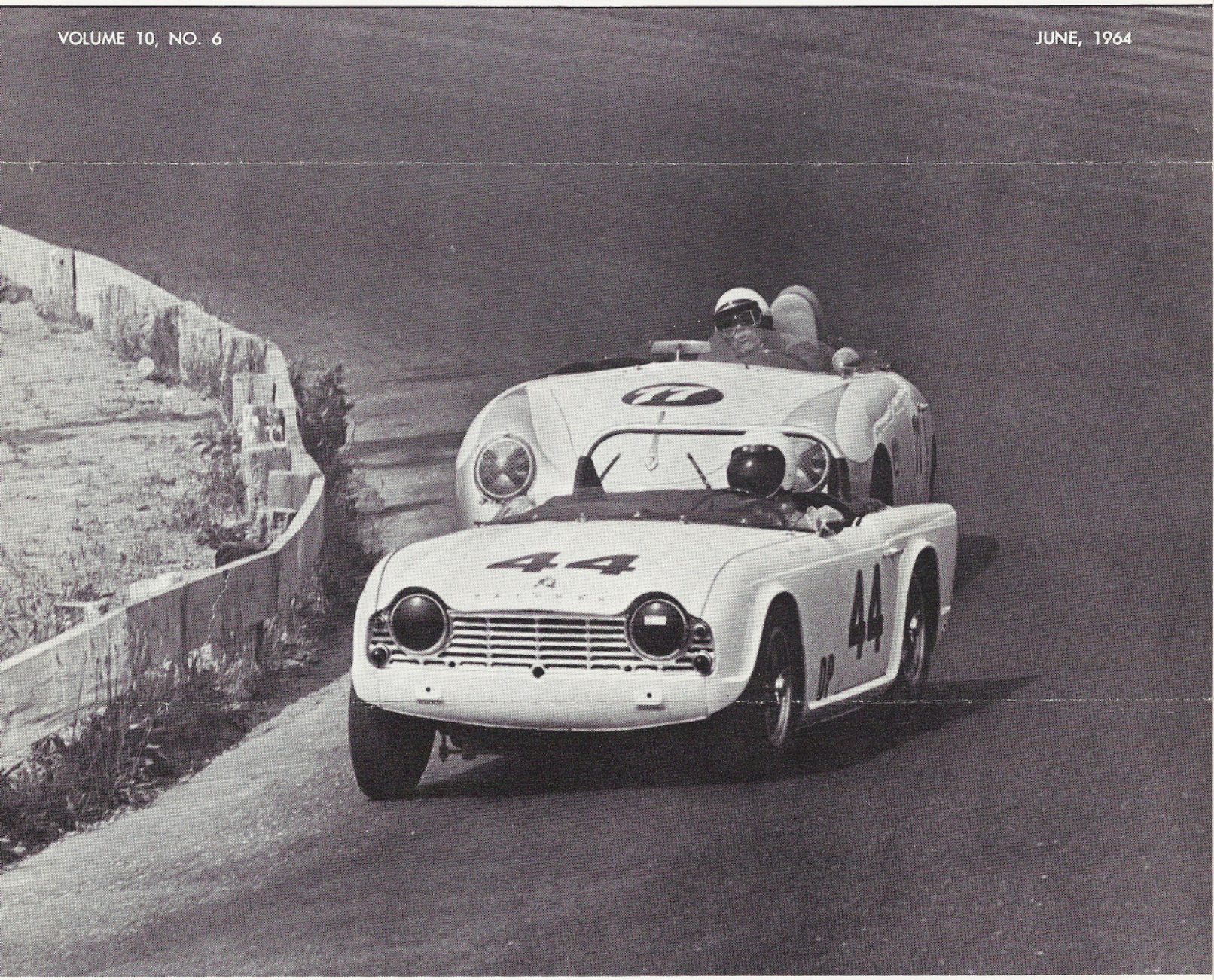
TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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

VOLUME 10, NO. 6 JUNE, 1964



BOB TULLIUS, Triumph's two-years-in-a-row SCCA National Champion, is virtually unbeatable this season in D Production. Bob started the season with a brand new TR-4 which, in his own words . . . *"is put together very carefully."* Great credit for not only the car's performance, but also its appearance, should be given to Bob's mechanic, Brian Furstenow. This car is really beautiful. . . . In the photo above which was taken at the recent Vineland Divisionals, Bob is leading Bruce Jennings' Porsche Carrera. This was the C and D Production event, and Bob finished 3rd overall, easily winning his Class. *(TSOA Staff Photo)*



MY FIRST SPORTS CAR RALLY

from Triumph Tracker, Triumph Touring Club, Rochester, N. Y.

One Sunday morning my father asked me if I wanted to go on a sports car rally with him. At the time I had no idea what a sports car rally was, but said yes anyway. He then told me briefly what it was. "What you do is try to find clues which are listed on a sheet of paper. Say one clue was to turn right after a barn with a red roof, you would look for the barn, then turn right."

My father called up Dr. Wadsworth and told him I was going along. Dr. Wadsworth was going to drive, my father was going to navigate, and I was to do a little of everything, such as make sure we stopped at all stop signs, keep an eye out for clues, and man the compass. We left home at about 10:30 and went to North Gate Plaza. When we got there the man in charge of the rally gave us a sheet of rules, and registration blank to fill out. Just before it was our turn to go out, we got a sheet of clues. The first one was to turn right after the railroad tracks. We did that without any trouble. The next one was rather hard, but we did all right. It was about then that I began to feel as if they didn't really need me, or want me. At that time I still wasn't sure what I was to do. Before I had left home Mom had told me all the bad things about it, and how I wasn't to talk at all. About now I thought she was right. But I could sure talk without getting into trouble. We went along very well until we had to go towards some town sign which I've forgotten. We had just passed a street with a town sign on it when my father said, "Hey, what's that sign over there say?"

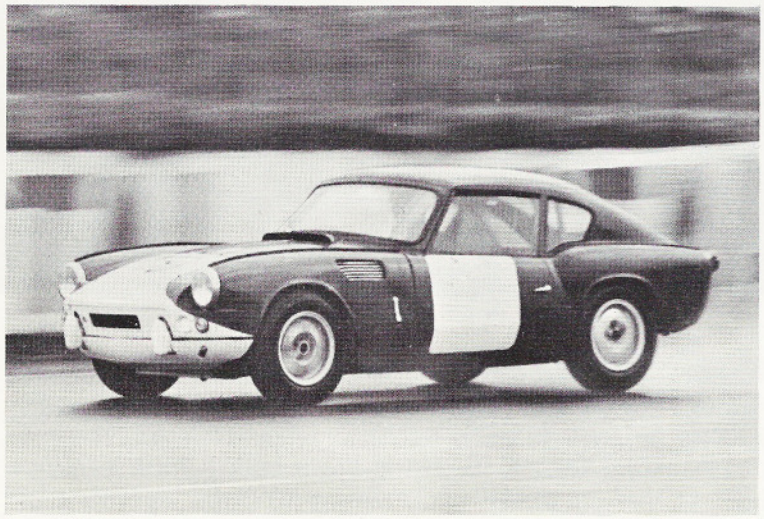
Sure enough, it was the sign. The next clue that got us all confused was to turn right after 8 L 694. We all thought that this was a telephone pole number. It finally dawned on my father that it was a boat number. We found the boat with the same number and went right. When we were half way through with the rally we all met at a restaurant called Mathues (there were lots of cars in the race.) We had a milk shake, and left. I thought that I was slowing us up, for I threw up my milk shake. We finally got off to a great start, only thirty seconds after our starting time. We went along quite well, but I began to feel as if I was making things harder for Dr. Wadsworth than I should. He went slow when possible, but since the average speed limit was 38.9 he couldn't. You see, on the list of clues there were average speed limits listed. The first speed was about 36.7 to about 40 miles an hour. Sometimes you thought it would be better to go faster, so if you got slowed up on some clues that you missed (they gave you the farthest point that any two clues were apart) you wouldn't be too far behind. The second average speed was about 39.6 to about 45 miles an hour. We got slowed up on so many clues. I threw up twice more and then we were going 55 and 60 miles an hour. I really began to feel bad, because I had slowed us up so much. But I began to work hard. I found millions of clues, and figured out the most important clue of the whole race. At long last we had reached the finishing point. We all thought we had come in about last. But to our surprise we came in third. (B. H. M. — aged 12)



Joe Richards, Regional Manager at Standard-Triumph's San Francisco office was kind enough to send us the photo at the top of this page. We were rather taken with Joe's comment in the memo that he attached. Quote — "Two fierce competitors listening to words from the oracle." Well, that's 'Kas' Kastner on the left, talking with Bob Cole on the right, and Ernie Kesling. Both Bob and Ernie are successfully campaigning TR-4's in California this season.

The Stirling Moss Automobile Racing Team intends to enter a SPITFIRE in selected international rallies during the 64/65 season. That's Stirling in the photo with the driver he has selected — Valerie Pirie, his secretary/manager and now, rally protege. The car will be prepared by Standard-Triumph's competition department in England.

One of the special aluminum-and-fiberglas-bodied racing SPITFIRES practicing for this year's Le Mans 24-Hour Grand Prix of Endurance. The SPITFIRES were timed at over 130 mph down the Mulsanne straight. Pictures and complete report on Le Mans next issue of the NEWSLETTER.

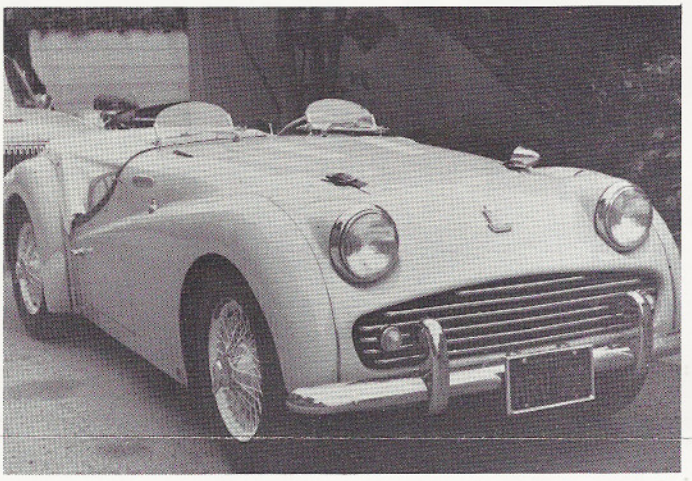


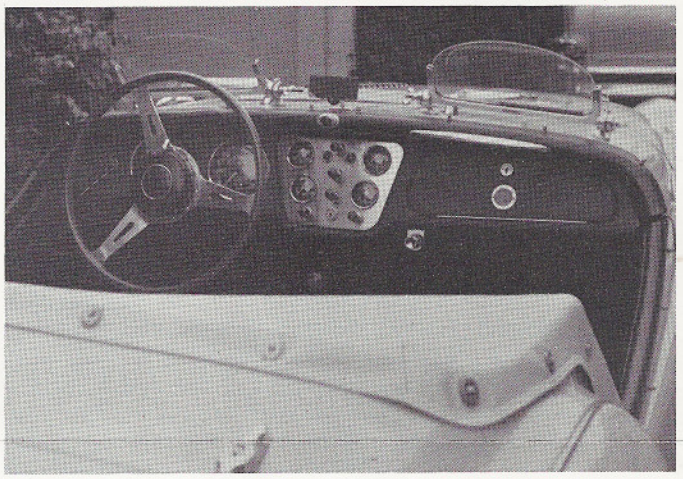
The Competition Department of the Standard-Triumph Motor Company, Inc. has informed TSOA that two of the Triumph Team SHELL 4000 Rally cars are up for sale. These of course are the factory-prepared special aluminum-bodied TR-4 Hardtops, fitted with the 1991 cc engine, Weber carburetors — and a host of other goodies. The two cars up for sale are the Rasmussen/Coombe car, which was the highest placed car of the Triumph Team in this year's event, and the Jennings/Homsey car.

Both of the special TR-4 Hardtops have been considerably refurbished since the event, and are in excellent running condition.

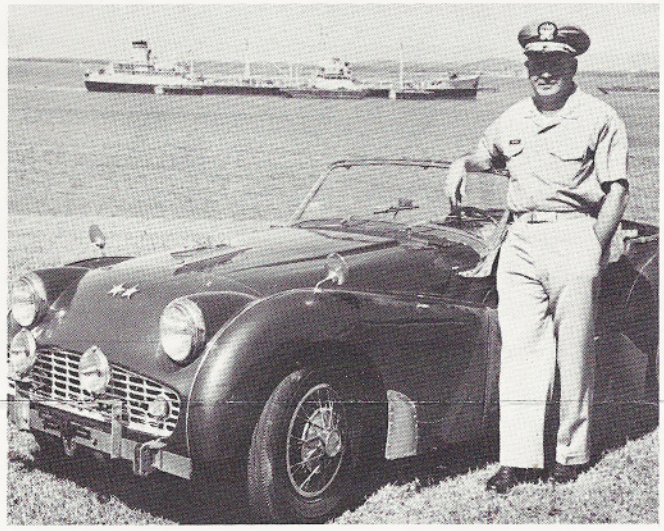
According to the Competition Department, offers around $3000 will be considered, for either car. Complete details as to specifications etc., will be supplied to genuinely interested people. Write to: Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N.Y. 10022.

Concourse Corner





Back in March we were delighted to receive these photos from Mr. Arvid Norman, vice president of MOHAWK PETROLEUM CORPORATION, San Francisco, of his beautifully preserved 1958 TR-3. As you can see, considerable modifications have been carried out to the car — all by the meticulous owner. Our congratulations to you Mr. Norman, for a wonderful job . . . and we're sure you'll keep up the good work!



TSOA is proud and delighted to publish the above photo . . . Rear Admiral John D. Bulkeley, U.S.N., Commander, U.S. Naval Base, Guantanamo Bay, Cuba, with his 1959 TR-3. Admiral Bulkeley wrote to us recently — here's part of his very enjoyable letter:

"Having been a long time member of your organization and a warm supporter of the TR, I thought that you would enjoy the enclosed picture.

"I wouldn't object to publication since you have been very fine about answering questions that I have put to you from time to time regarding the TR and where I could get service.

"Right now, it is one of my few pleasures here. I thoroughly enjoy working on it and keeping it tuned to peak performance.

"I suppose that I will buy a new one sometime, but this '59 model seems to be in its prime right now and I wouldn't part with it for the world."

Our only comment is that you know sometimes the operation of TSOA is just one heck of a nice job. . . .

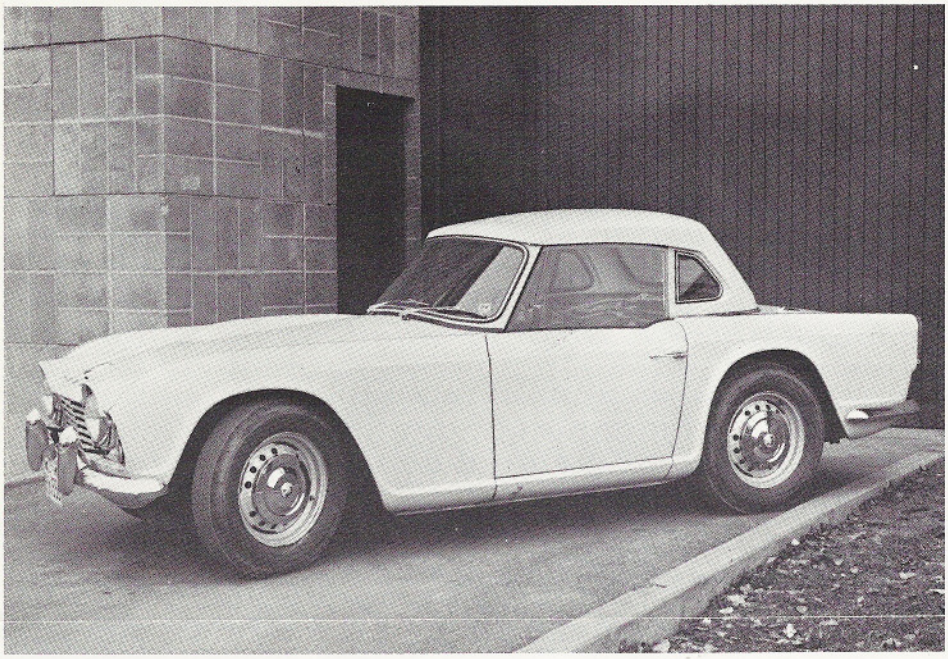
NEW COMPETITION CAMSHAFT FOR THE TR-4

Standard-Triumph's Competition Department has informed us that shortly there will be available a new competition camshaft for the TR-4. Designated the 'F' cam, this is a single-purpose cam developed over the past eight months, and one which has undergone extensive testing in competition. The new cam is designed for the complete racing engine. It should not be used in an engine having less than 10.7 to 1 compression ratio. Also, it is essential that the exhaust header system — Part # V 113 — be used with this camshaft. WARNING: This is not a street cam in any respect. The 'F' cam cannot be expected to equal the performance of the existing 'D' camshaft in any but a fully-prepared racing engine. The Competition Department informs us that the initial supply of the new cam is quite limited. Therefore they request that only those actively engaged in racing order the cam for the next month. After that period the supply situation will have eased. One final note — power range of the 'F' cam is between 4400 and 6000 rpm. When used with the R.F. needle (lean), the R.A. needle (std.), or the R.B. needle (rich), in excess of 10 horsepower can be expected over the 'D' cam.



The lass with the flag

Don't know her name — but she sure makes a cute picture. Photo was taken at the Bridgehampton Nationals, and we'd like to tip our hat to all the volunteers who make a weekend of sports car racing possible.



ALL NEW FIBERGLAS HARDTOP

Standard-Triumph has announced the availability of a new detachable hardtop for the TR-4. Made of tough, durable, fiberglas, the hardtop comes primed, ready to paint at a suggested list price of $239.00 The top is draft free — full rubber gasket between top and car body; gasket sealed windows. This new top will provide the ultimate in weather protection — and is installed or removed in less than 60 seconds, without tools. See your Triumph Dealer — he's listed in the Yellow Pages *(as the ads say!)*

Heard from Jim O'Rourke IV, Secretary-Treasurer of the Sports Car Club of Montana. Here's part of what he had to say: *". . . Triumph swept three of the first four places in our last Gymkhana . . . 1st, 2nd and 4th . . . As for myself, well . . . I guess I'll learn someday. I was driving a 1964 Fiat 1200 Cabriolet, as my competition prepared '64 Spitfire was not ready on time. I took a humiliating 7th place. This actually constitutes my first defeat. . . ."*

Well, we trust that since hearing from Jim he's behind the wheel of his Spitefire . . . and doing as well as he did last season!

This seems to be the issue in which we thank people for writing to us . . . and please don't stop. Keep the letters and photos coming!

On the right is Lewis P. Falco who is with Vee & Grant, Inc., Triumph Dealers in Arlington, Virginia. Along with the photo he sent us, Lewis wrote:

"Having read the January issue of TSOA where you had 10417 plus Charlie as members I thought, what the heck, let's make it 10418 and Big Lou."

No sooner said than done . . . and welcome to the largest one-marque club in the world!



CLASSIFIED

FOR SALE: 1963 TR-4, wire wheels, new Michelins, radio, heater, overdrive, 1000 miles on magnuflexed, balanced and prodified engine, limited slip, seat belts, roll bar, — $2195.00. Also, Judson supercharger for TR-4 — $95.00. Contact: J. C. Rowe, 2020 Central, Hot Springs, Arkansas. Phone: NA 4-1460.

FOR SALE: 1963 TR-4, only 9 months old, 3500 miles, white with black top, overdrive, Dunlop RS-5 road speed tires, 60 spoke wire wheels, heater, W S washers, perfect condition — $2395.00. Contact: C. C. French, 1059 Bobby Ct., Milford, Ohio. Phone : (513) 831-6411.

FOR SALE: Black tonneau cover for 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: Roll bar for TR-3, 2 Koni shock absorbers for TR-3 or TR-4, 4 Michelin X 155x380 tires and tubes only used for 250 miles, set of con rod bearings and main bearing; miscellaneous other parts. Contact: Jim Goldsmith, 185 Bryant Ave., White Plains, N. Y. Phone: (914) WH 6-4082.

FOR SALE: Black soft top and tonneau cover for 1962 TR-3. Both are in excellent condition, guaranteed like new. Also, set of Amco wind wings for TR-3. Make offer for all or part of equipment, will ship postpaid. Contact: Donald S. Graham, 332 W. Miller St., Salisbury, N. C.

WANTED: Grilled center section for TR-3, can use 57-61 types. Contact: Anthony Turchany, 3605 N. Janssen, Chicago 13, 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
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.