TRIUMPH TSOA NEWSLETTER

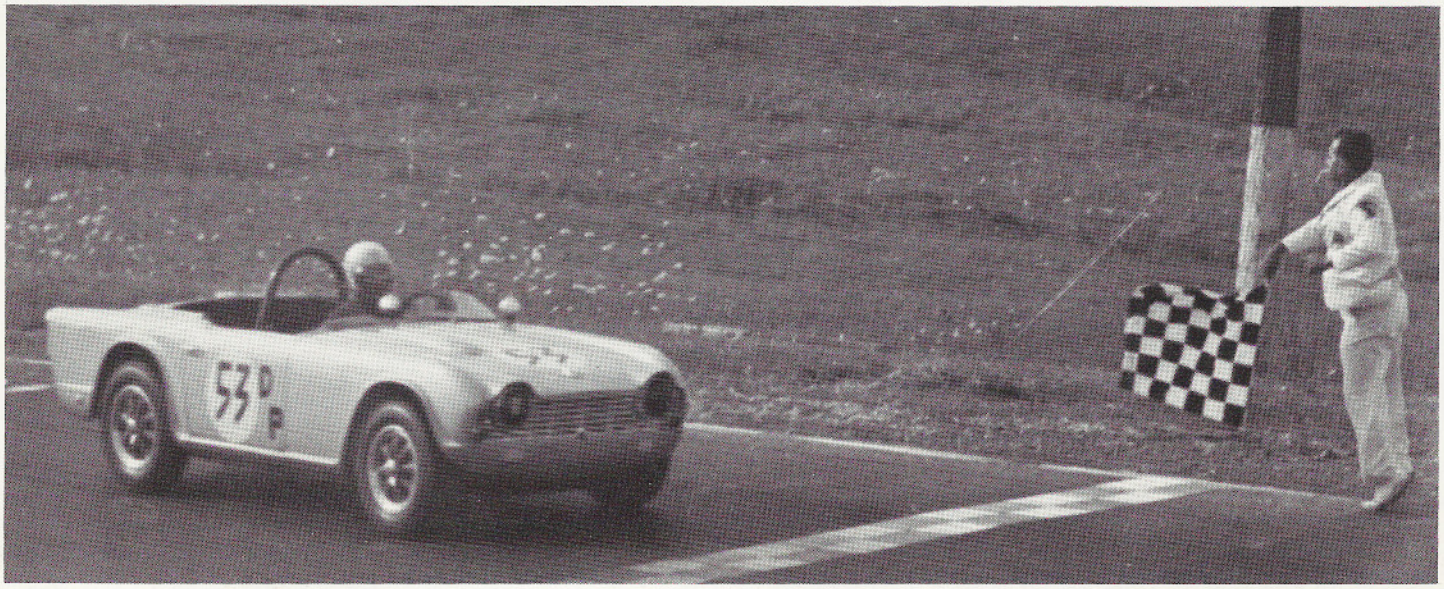
TRIUMPH SPORTS OWNERS ASSOCIATION

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

VOLUME 9, NO. 7 AUGUST, 1963

JIM SPENCER 1st OVERALL CP, DP AT WATKINS GLEN NATIONALS:

FIRST NATIONAL CLASS VICTORY FOR SPITFIRE



According to the SCCA, twelve National Championships remain undecided as the 1963 season heads for the final event in the series at Thompson, Connecticut, Labor Day weekend. Never before have so many of the 16 road racing class winners had to go down to the wire to win points for national honors.

The furious season-long D Production competition between TR-4's goes to the final race of the season with a possibility that co-champions will emerge.

Points leader Bob Tullius had the ill-luck to blow his engine in practice when his TR-4 was posting pretty convincing lap times. Jim Spencer and his beautiful silver-gray TR-4 scored impressively over all opposition in the CP, DP event to close the points gap. A Spencer victory at Thompson, no matter how Tullius finishes, will produce a tie.

The 'Glen' was the scene of the first-ever Class win for the SPITFIRE in a National race. Driver Erwin Lorincz scored a runaway victory in the GP, HP event. This is a car and driver to watch!

'Kas Kastner, recently-appointed Competitions Manager of the Standard-Triumph Motor Company was on hand, both on practice and race day, to give the benefit of his considerable experience to all Triumph drivers. This suggests that the company will be taking even more interest in those who drive Triumphs to win.

'KAS APPOINTED COMPETITIONS MANAGER

Mr. C. E. Andrews, president of the Standard-Triumph Motor Company, Inc. has announced the appointment of R. W. ('Kas) Kastner as Competitions Manager of the company.

'Kas joined the Standard-Triumph organization in 1960 as Service Supervisor, after two years with Cal Sales, Inc. in the same capacity.

Many TSOA members will recall that 'Kas supervised (which meant that he did most of the work) the preparation of the 3 TR-4 Hardtpps that swept to 1, 2 and 4 in Class, in this year's Sebring 12 Hour Grand Prix of Endurance.

As a competitor with his TR-3, 'Kas won the E Production Western Division Championship in 1959, and placed 3rd in 1960 even though he competed only half of that year.

'Kas has contributed articles to SPORTS CAR magazine, wrote the TR-3/4 Competition Preparation Booklet, and is currently working on a complete competition preparation manual for the SPITFIRE.

He is a native New Yorker, married with two children, and now lives in Manhattan Beach, California.

TSOA's warmest congratulations to 'Kas on his appointment which, it is our firm belief, is well deserved.

HOTTEST SPITFIRE IN THE COUNTRY....? Part 2

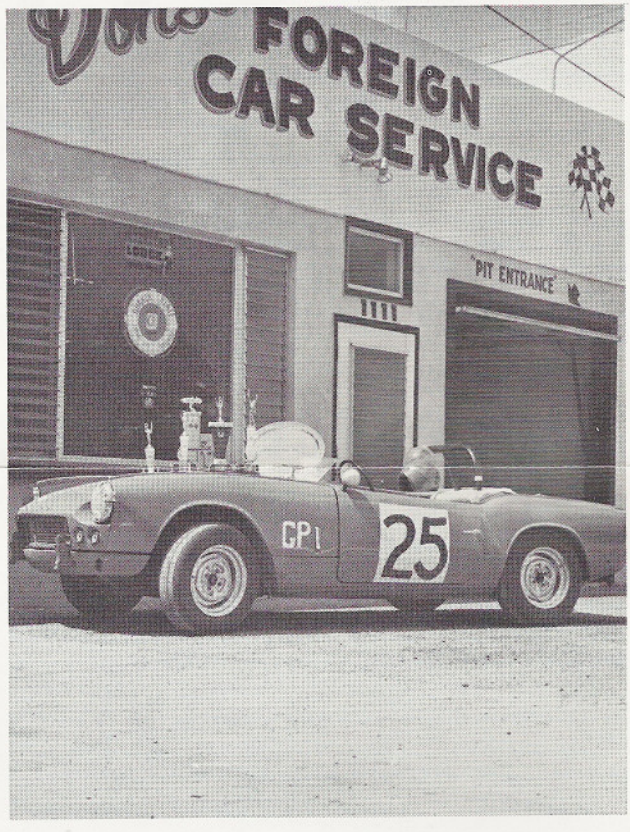
Well, TSOA started something when we ran the story on West Coast driver Duane Feuerhelm and his SPITFIRE in the last issue. Heading for the story read: "Hottest Spitfire In The Country...?" which we'll admit was sort of provocative.

Very shortly after the issue reached TSOA members, we received the following from Merrill Stebbins:

We here in the south feel differently about the statement in the July issue of TSOA, regarding the hottest SPITFIRE in the country. A southern gentleman, Don Kearney, feels he has more to offer. Since the purchase of the auto by Dr. J. P. Maranellie, with Don at the wheel, GP Class has had no competition. Don has entered 9 races and walked away with a car load of trophies. For instance at Fernandina Beach a 1st and a 2nd in the Divisional race. At Oceola, a Regional race, Don placed 1st in two heats and 1st in the main event. Sporting these accomplishments, Don traveled to Sebastian to compete in the Divisional, and he did it again—two 1sts.

According to Don, who owns Foreign Car Service Center in Clearwater, Florida, he'll be at Daytona, Labor Day weekend, and he'll be competing with any and all comers for GP Class, to further his claim to be driving the **'Hottest Spitfire In The Country...?'**





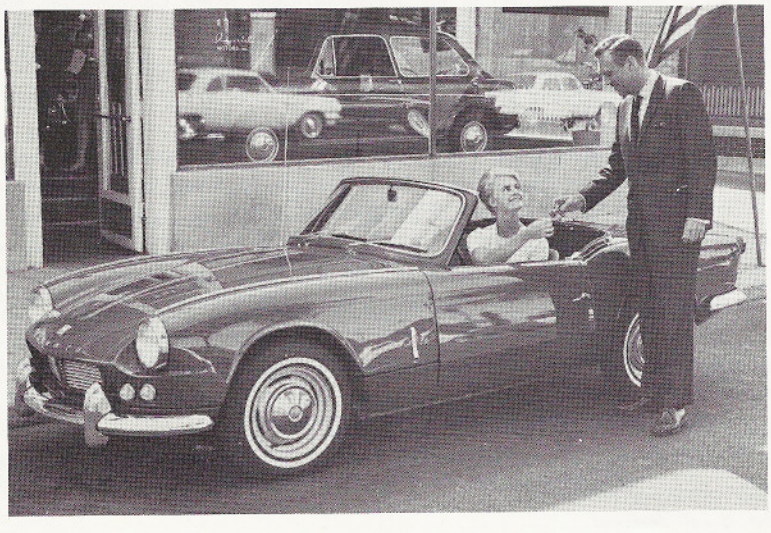
1963 NATIONAL COLLEGE QUEEN

Standard-Triumph Motor Company, Inc. were proud to be the sponsors in the automobile field, of this year's National College Queen Contest.

Winner of the coveted title, after several individual contests, including a Safe Driving Event organized by Standard-Triumph, was Miss Karen Sorenson from the University of Arizona.

One of the more important prizes that she received was a brand new SPITFIRE. In the photo, Karen is accepting the keys to her new car from Mr. William Victor of Imperial Motors, Triumph Dealers in Wilmette, Illinois.

And **NO**... we're sorry but we don't have Karen's 'phone number.



Here are the results of the A B C and D Production event at the S.C.C.A. Divisionals, held at Newport, Oregon, August 25.

You'll see that Bill Pendleton and his TR-4 finished ahead of 3 A Production Corvettes, a Lotus Elite—and an AC-Cobra. Quite often results speak for themselves—congratulations Bill!

Name	Make	O/A Pos.	Class Pos.
Gulstrand, R. H.	Stingray	1	1AP
Sherwood, Bill	Stingray	2	2AP
McElreath, Pat	Corvette	3	3AP
Spencer, Lew	Morgan 4	4	1CP
Pendleton, Bill	**TR-4**	**5**	**1DP**
Coyle, John	Corvette	6	1BP
Beck, Dick	Corvette	7	2BP
Montes, Andrew	Corvette	8	4AP
Chalman, Bob	Lotus Elite	9	2CP
Rinde, Bob	**TR-4**	**10**	**2DP**
Tutino, Frank	Corvette	11	5AP
Deckman, Ken	Corvette	12	6AP
Schoof, Milton	A-H 3000	13	3DP
Brengle, Nadine	Alfa	14	4DP
Shelton, Monte	A. Healey	15	5DP
Razelle, John	Cobra	16	7AP
Stark, Rick	Corvette	17	3BP

Revised Competition Preparation Booklet

A revised Competition Preparation Booklet for the TR-4/3 will shortly be available from TSOA. The new booklet contains all of the information in the original booklet—brought up-to-date of course—plus a considerable amount of new tuning information, as allowed by the latest SCCA general competition regulations. Publication date will be given in the TSOA Newsletter, and the price will be $1.25.

British Car Trophy Day

The second annual British Car Trophy Day was held July 28 at New Woodbine, Toronto, Canada. An almost cloudless sky allowed temperatures to soar above 90, as a crowd of over 4,000 turned out to watch the British cars in action. Added to these attractions were fashion shows, a Concours d' Elegance, and the usual hot dog and pop stands.

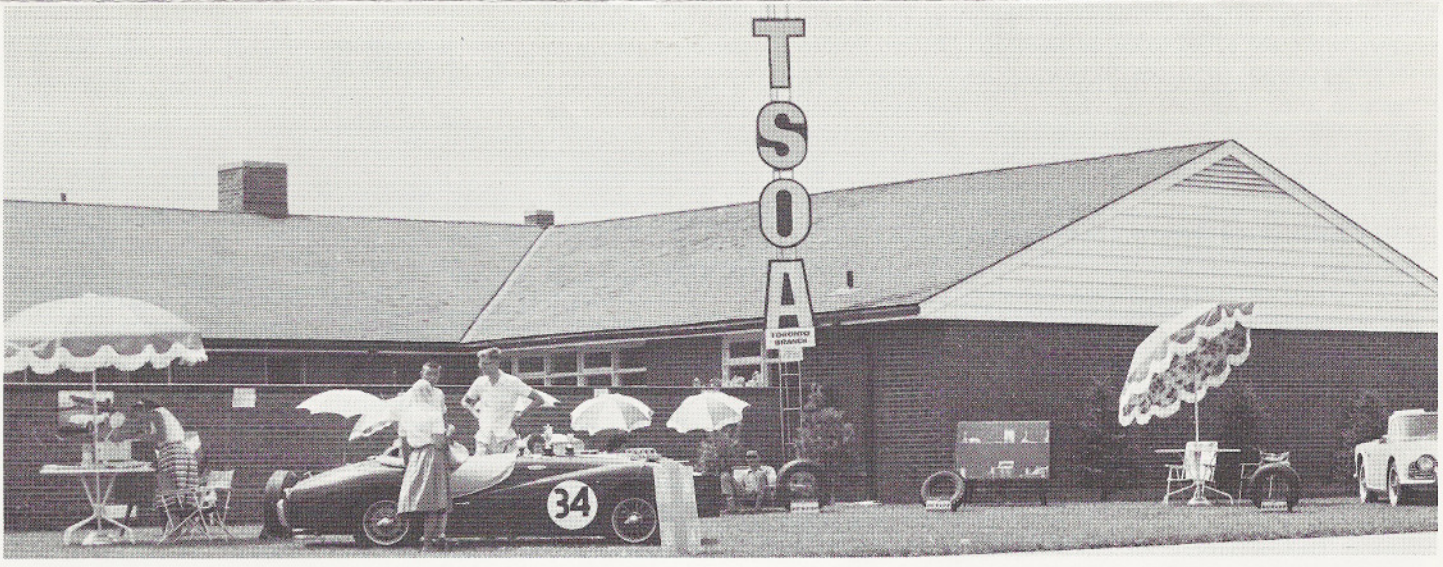
Free rides aboard a LEYLAND double-decker bus attracted large crowds, the bus being driven by Canadian Racing Champion, Francis Bradley. For the competition enthusiast, a driving skill test and quarter mile sprint were held during the afternoon.

Several sports car clubs from the Toronto area set up displays, and keen rivalry existed between these clubs for an award which was to be given for the best club exhibitor.

The Toronto Branch of T.S.O.A. was out in full force with a club display which attracted many interested spectators. The main theme of this display was to project an image of T.S.O.A. to the public, with the emphasis on sportsmanship, good fellowship, and an opportunity for family participation in events.

A photographic display showed club activities, both competition and social. Racing tires and rally equipment were kindly loaned to us by Dunlop (Canada) Ltd., and Sports Car Accessories in Toronto. The stand was made colorful by the use of beach umbrellas, some rented and some owned by members. Signs and cartoons for the display were made by club member Jach (TR4) Reid, each of the T.S.O.A. letters being 40 inches high. The club was rewarded for its efforts by being presented with the trophy for Best Club Exhibit—*and we'd like to add our congratulations.*





TSOA Clubs Have Their Say . . . .

from DCTSOA Newsletter

GOOD DRIVING AND THE SPORTS CAR

The first step toward good driving is knowing your car. Every Triumph (and member cars) has its own personality. Two TR's may look exactly alike and come from the same builder yet be as far apart in performance as a Fiat 600 and a Ferrari GTO. This may be a fault of the car itself but, in most cases, is entirely the fault of the driver.

You may have been operating your TR for some time yet not be entirely familiar with its characteristics and temperament. If so, now is the time to meet your sports car.

There is only one way to learn how to be a good driver. Some of the art's greatest skill is displayed by drivers who never had a lesson but learned from experience.

Gaining experience can be done in one manner only. Simply by driving. Of course, we are held back from the thrill of a powerful sports car, and wisely so, by traffic laws and common sense. So there must be some other way to fulfill this ambition.

Paying admission and sitting by at Marlboro, Cumberland, Vineland or any of the other sports car courses, watching in envy as the TR's whip around the turns, rev out in the straights and sometimes make that last lap with the checkered flag enhances this ambition still more. But you say to yourself, "Where do I get the money for a roll bar, driving suit, tires, entry fees, etc., etc." So you are content, like thousands of others, to simply drive your TR for the fun of driving but never really getting your kicks, experiencing the thrill of a different type of competition. Gaining good driving experience through competitive driving.

Then, there is autocrossing. Take a large, empty parking lot, a set of rules and standards, a group of safety-minded individuals, a bunch of dirty, rubber pylons, 40 or 50 sports car drivers with fast competition on their minds and you have an autocross; a Marlboro or Cumberland on a small scale with modified rules.

The pylons are set down in a predetermined manner, making a course. This course is so designed that the safety interests of both the spectator and competitor are first and foremost in the minds of the designers, and each event is so insured that if anything does go wrong, protection is available. Cars are classed according to displacement and past performance and the object is to drive through this course, one at a time, against the clock; the winner being the one to get through in the shortest length of time. Penalties are given for striking pylons and failing to follow the prescribed course. So it stands to reason, driving must be precise and accurate.

Kansas City Triumph Club are keeping us well posted with their activities. Here's their latest news release:

Richards-Gebauer Air Force Base was the scene of mighty preparations for a scramble on August 4, but those preparing were not Air Force personnel, and the scramble wasn't for the Strategic Air Command planes stationed there, either. The mighty preparations were being made by SCCA Race Drivers from several states all intent upon winning their particular class scramble in the Regional Championship Races.

Not one member of the Kansas City T.R. Sports Car Club was entered in a race, but more than seventeen of them were busy providing escort service to and from the Pit Area for visiting Drivers and Pit Crews, leaving race officials free to cover the many details necessary to a successful race. Red, black, yellow, white, green, and blue, the little TR-3's and 4's paced every kind of Detroit iron carrying pit crews, and every sort of a race car from A.C. Cobras to Bird Cages, to Lolas to a 3-cylinder SAAB sedan. Among those was a bright red TR-4 from Kansas City Motors which was to be driven by John Goans, their service manager. For two days he and R. W. Kastner, recently-appointed Standard-Triumph Competitions-Manager had worked to prepare for the big event, and happy to say, Johnny drove the red beauty to first overall and first in class in his race. Competing with him were Classes D & E production, H modified, Formula V. This puts Johnny, who drives Triumphs exclusively, in third place for divisional championship points, and he's planning to work hard during September to put Triumph into first spot.

Incidentally, since the big race, we've signed Johnny up as a member of the Kansas City TR Sports Car Club, so we've added a lot of good know-how to our pool of talents.

NEWS FROM THE OTHER SIDE OF THE 'POND'

Standard-Triumph Enter Special Car in Liege Rally

An entirely new 2 liter version of the Triumph Sports Six will spearhead Standard-Triumph's challenge in the Liege-Sofia-Liege Rally, which starts on August 27th.

The new car is basically a Sports Six, but specially prepared for the rally as a thorough road-testing exercise. The power unit is a three carburetor version of the Vanguard Six 1998 c.c. engine which has been tuned to give approximately 100 b.h.p. The extra power is transmitted to a new axle via a modified, 4 speed, all synchromesh, TR-4 gearbox.

Driver of the new car will be Vic Elford who has just returned from a systematic reconnaissance of the rally route. His co-driver will be Terry Hunter, and they will compete in the unrestricted Class, Group IV, for un-homologated cars.

The Standard-Triumph team entry for the event will consist of three Triumph TR-4 Sports Cars which will be in their basic 2 litre trim, and will be competing in Group III for 1000-2000 c.c. Grand Touring Cars. The drivers will be as follows:

Don Grimshaw Roy Dixon	Great Britain
Roger Clarke Brian Culcheth	Great Britain
Jean-Jacques Thuner John Gretener	Switzerland

The Liege-Sofia-Liege Rally is considered to be the toughest of the European International events and drivers must cover nearly 4,000 miles in 93 hours non-stop driving on some of the roughest roads in Europe. In last years' event only 18 competitors finished the Rally out of 100 starters and a TR-4 (driven by Thuner and Gretener) finished 9th overall and third in its category.

It should be emphasized that the special 2 litre version of the Sports Six which has been entered in the Liege-Sofia-Liege Rally is an experimental model, developed specifically for this event, and that it will not be produced for sale to the general public.

Standard-Triumph International Ltd., announced today that the Company's sales of cars and light commercial vehicles for the first six months of 1963 reached a total of 57,570 units, which compares with 44,647 units for the corresponding period last year.

The Company's overseas sales have expanded significantly and altogether the company has sold abroad 26,796 vehicles in the first half of 1963. The U.S.A. continues to be the best market and as announced recently, Triumphs are the best-selling British marque and second best-selling imported marque. Sales to the U.S.A. in this period have reached the record total of 10,485 and demand continues at a high level.

Most impressive increases have also been shown in Europe where shipments have totalled 10,000 units, as compared with 7,000 units in the first half of 1962.

Commenting on this success, Mr. Stanley Markland, Standard-Triumph Managing Director, said: "We attribute our achievement at home and abroad almost entirely to our two main policies —the constant improvement of quality standards and the production of vehicles which cater for specialized sectors of the market."

TSOA MAILBOX

Jim O'Rourke IV, owner, O'Rourke's Motor Car Company, Triumph Dealer in Billings, Montana, sent us the following:

"I don't know if you have ever received any competition results on any Triumph Sports Six's yet, or even if anyone besides myself has raced one.

I just thought you might be interested to know that my new Triumph Sports Six and I captured 1st place in Class G Production at the Ten Sleep Canyon Sports Car Hillclimb, near Ten Sleep, Wyoming, with a time of 6:49:05, for the five mile course that winds up the Ten Sleep Canyon. The course rises some 2,500 feet from the starting line to the finish.

Also in Class D Production, the TR-4's took the first four places.

And, in Class F Production, the TR Spitfire 4's got the first three places."

HOW ABOUT THAT?

NEWS FLASH: Thompson, Conn., Sept. 2. BOB TULLIUS, Triumph's '62 Class EP National Champion made it two-in-a-row by winning the D Production event in this last National race of the season, thus clinching the '63 DP National Championship with his TR-4. Jim Spencer finished in 2nd place with his TR-4, and is a gallant runner-up for the Championship. Full details next TSOA Newsletter.

CLASSIFIED

FOR SALE: TR-4 full competition, right hand drive, overdrive, limited slip, new Goodyears, Konis, cam, headers, roll bar, aluminum sump—most options—recently re-built. Write for details: M. J. Hines, P.O. Box 232, Pittsfield, Mass.

FOR SALE: TR-3 removable chrome luggage rack, hardly used—kept shining—$15.00. Contact: Jeri Reyes, 11650 So. Normandie, Los Angeles 44, Calif.

FOR SALE: Tonneau cover (black) for TR-3—never used—will mail p.p. for only $15.00. Contact: J. P. Vienheller 369 S. Graham St., Pittsburgh 32, Penna.

FOR SALE: Herald tonneau cover, white, concours condition—$20.00 Contact: J. F. Kennedy, 330 Oak Ave., Cheshire, Conn. Phone BR 2-8980.

FOR SALE: 1963 TR-4 red, black leather, wire wheels, radio, heater and tonneau cover—2,300 miles—excellent condition. Fully equipped. Price to sell, also would trade. Contact: Walter J. Belknap, P.O. North Stratford, N. H. Phone Bloomfield Vermont 75.

FOR SALE: TR-4 white tonneau cover $15.00 and postage. TR-4 luggage rack $15.00 and postage—all in excellent shape. Contact: John Doench, P.O. Box 152, Goleta, Calif.

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	$1.25

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.