TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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

VOLUME 10, NO. 9 SEPTEMBER, 1964



C-A-T Meet guests from left to right Al Jentsch, President of the Rochester Club, Chris Andrews, Triumph's President, Nancy Wishart, Chairman of the event, Ken Adams, Toronto TSOA's President and Bob Pistor, Standard-Triumph's newly-appointed vp-sales.

Canadian American Triumph Meet

The 2nd Annual Canadian-American-Triumph Meet was a huge success, due in the main to the fantastic amount of work the hosting club — Triumph Touring Club of Rochester — put into the event.

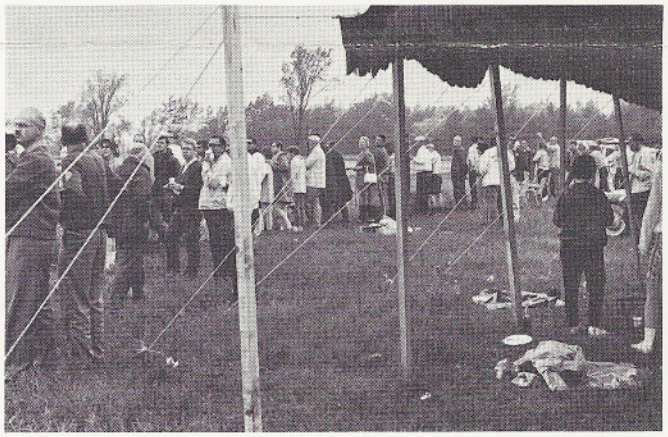
We're quite certain that every member from the Toronto branch of TSOA who attended had a ball. What with a special tented area at Watkins Glen for the SCCA National races . . . a really great buffet lunch (plus a couple hundred gallons of beer — well it seemed at one time that the club had their own pipe-line to the brewery . . .), a fine dinner at the Hotel Wagner in Bath on Saturday evening, and finally a short rally to Batavia on Sunday.

Chris Andrews, President of Standard-Triumph attended, along with his charming wife and daughter; Al Burns, pr officer at Triumph was there . . . and it sure was a pleasure to see Bob Pistor and his very attractive wife. Bob is the recently-appointed Vice President — Sales at Triumph, and his interest in an event of this type was certainly appreciated by all who attended.

Your editor was there — he got his first speeding ticket over the weekend . . . ah well! And a very welcome visitor to our part of the country was 'Kas' Kastner, Triumph's Competitions Manager.



Here's the tented area at Watkins Glen with members of both clubs — and a few guests — demolishing the remainder of what was a really great buffet lunch. On the extreme right, 'Kas' confers . . . through the crowd can just be seen the Shell 4000 Rally TR-4 now owned by Dick Zwitzer of Best Motors, Rochester. Chris Andrews in raincoat can be seen talking to a few club members.



A view from the tent . . . and a good crowd watching the SCCA National Championship races. Without doubt this meeting between Canadian and American Triumph owners will become an annual event. Maybe next year it can be expanded a little to attract more TSOA members . . . for that's what makes an event of this type a success . . . YOU.

At the Watkins Glen National races and 'Kas' Kastner — he's the fourth head from the left — confers with a SPITFIRE driver and his mechanics. 'Kas' flew over from California to attend the C-A-T Meet and the races. On the right, Bob Tullius' TR-4 is getting 'fed'.





VIEW FROM THE TOP

CHRIS ANDREWS, President of Standard-Triumph Motor Company, Inc., had some very interesting things to say to a reporter from the Steuben Courier-Advocate, while attending the Can-Am-Tri Meet. His remarks quite naturally concerned Triumph, and formed the basis of an article that appeared in that newspaper. Words from the 'top' are almost always interesting, so we're reprinting a few paragraphs here:

Triumph was a pioneer in developing a true sports car designed primarily for sale to United States buyers, according to the 17-year veteran Triumph sales executive. Andrews was one of the men assigned in 1954 to developing the first major U.S. Triumph sales network. He then returned to his native England where he was overseer for the firm's overseas assembly and shipping plants until his appointment as President of Standard-Triumph in June, 1963.

Triumph was the first British auto firm to develop a model, the TR-2, which was "completely designed with the American buying public in mind," Andrews said. That was in 1953. "Other companies at that time were trying to sell versions of their pre-war cars," he pointed out. Since that time, the Triumph organization has experienced a tremendous growth, due largely to its acceptance in the United States.

"In 1954 we were shipping 100 cars a month to the United States, and today it is between 1,750 and 2,000 each month," Andrews revealed.

Triumph, as well as most British and European car manufacturers, is very aware of the importance of racing and related motoring activities, Andrews conceded, but is not an 'all-out' participant in these activities.

"The company realizes that racing can subject a car to conditions that it would not have to face in a lifetime of normal driving. The race track can be a great proving ground for engineering ideas, but there is a matter of economics to be considered.

Rallying is a very good method of testing autos, too — because racing really doesn't provide all the answers. But there is one very important factor to be considered. When you have a car entered in an event and driven by a professional, it is a very different situation than when somebody's wife takes the car for a run to the market. The professional is trained not to abuse the machine — but you must have a car which will be satisfactory in the hands of the non-professional. In other words it must stand up."

While attending the sports car club meeting in Bath, Andrews received an honorary life membership (in Triumph Touring Club of Rochester). He emphasized he was here only as a guest since the Triumph organization has no part in the operation of such clubs, but expressed satisfaction that such organizations were voluntarily formed by individuals, united only by their admiration for Triumph cars.

TSOA MAILBOX

We're taking a little space here to thank all the TSOA members who take the trouble to write to us. . . . Sometimes, these people need help and assistance with a technical problem — and we try to do our best. Sometimes, they very kindly send us stories about themselves and their Triumph — and as you all know we appreciate receiving these. And sometimes members write to us for no reason other than to pay us a compliment . . . and being human and all that jazz, well, it sure is a pleasure to receive these letters too!

Here's one from Ivan S. Delman, who lives in N. Hollywood, California:

Dear Editor and Gang:

My main purpose in writing this note is to request a change of address in your records, however, I'd like to just comment on your, i.e. our Newsletter.

Despite the membership being over the 11,000 mark, in all the time I have been a member (almost 3 years), the homey way in which it is written (homey, but professional) makes me feel part of the "family."

It's a good Newsletter and I just wanted to let you know that here's another guy in N. Hollywood who likes it . . . me!

P.S. Another thought . . . the Newsletter's the ray of sunshine in our drizzle of bills.

Another from Walter A. Jordan who hails from Spencer, Massachusetts:

Gentlemen:

This is just to thank you for running my ad in the January issue of the TSOA Newsletter.

All the available items were sold within a week. The response was terrific. Thank you again, and keep up the wonderful TSOA Newsletter.

From Wm. Everard, who lives in Southfield, Michigan:

I would like to place the following advertisement in the TSOA Newsletter. . . . . .

I would also like to congratulate you on your excellent publication.

And finally this letter from John A. Czarnecki, Glenolden, Pennsylvania:

Dear Sirs:

Again I'm writing you a letter concerning a Philadelphia Dealer. I suppose you hear lots of complaints, but try this on for size!

I do all my own work, and a lot for other TR-3 drivers. I've dealt with all five local Dealers and found that one of them is deserving of special merit. At Plachter Imported Cars is a fellow by the name of Ed, who works in the Parts Dept. He has helped me time and again by going out of his way to get me certain "hard-to-get" and unusual parts. His service is hard to match anywhere, and a lot of credit goes to Ed, Plachter's, Genser-Forman Triumph Distributors, and Standard-Triumph in proving that their organization is pretty efficient in supplying parts and service on a local level.

I'm sure that no other foreign manufacturer has enough volume sales in America, enough patience and management know-how, or enough of a good product to both satisfy their customers, and keep them satisfied!

Hats off to Ed and Triumph for keeping me supplied, and to TSOA for keeping me well informed.

Gentlemen . . . our thanks to you and all the other TSOA members who write to us. Your stories, items of interest, photographs, etc., . . . and not the least important, your suggestions as to how we can improve the Newsletter and/or TSOA will always be welcome. Keep 'em coming . . . *and the compliments of course!*

COMPETITION NOTES

Final positions in the Pacific Coast Divisional Championships are in. Charlie Gates, after a season of furious competition when he did not always enjoy the best of good fortune, finished in 2nd place in D production with his TR-4.

Ed Barker, a very, very fine driver of a beautifully prepared SPITFIRE trounced the G Production opposition to win the Championship.

And Orris Anson has had a great season with his immaculately prepared TR-3 . . . and is in fact the F Production Champion.

One final point . . . now how's that for a choice of words . . . well, Ed Barker is also the 'high-point' Champion, which simply means that he amassed more points than any other competitor in the Division, irrespective of Class.

We hope to do an article on these three fine Triumph drivers — and others — in the not too distant future. They do us proud . . . and our warmest congratulations to them.

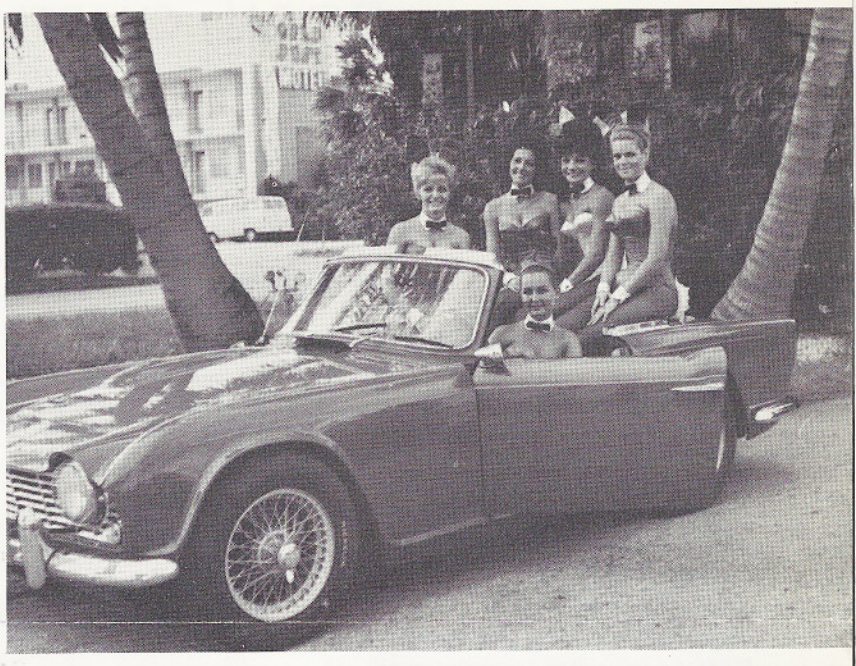
We went to the National races held at Thompson Raceway, Connecticut on Labor Day . . . and man! did we see a sight to behold. Bob Tullius entered his TR-3 — the car that he went through drivers' school with — and won going away. We have it on good authority that Bob was only a little disappointed that Don Sesslar, point leader in the F Production National Championship did not enter. Don drives a Sunbeam . . . and very well, too.

We're hoping to have a photo for the next issue of the NEWSLETTER — and nowadays, it's a little unusual to see Bob behind the wheel of anything else except his TR-4. (Overheard at the track after the F Production event: "If Bob can do it . . . why can't anybody else in a TR-3.) Our only comment to that is that it has a lot to do with the way the car's prepared . . . and you have to be a pretty fair driver. And not be too happy about running a nice consistent 3rd or 4th in Class.

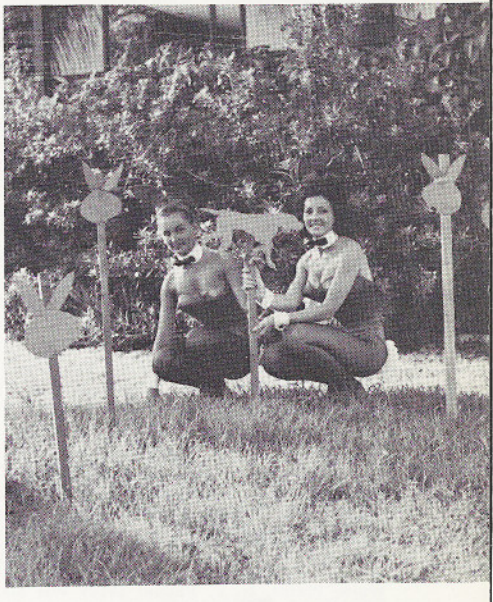
Latest point standings in the Manufacturers' Class of the National Rally Championship show Triumph very much in contention. Here they are:

Ford	**14 points**
Chrysler	**23 points**
TRIUMPH	**20 points**

Triumph's points have been earned as most of you know, by the BEST MOTORS National Rally Team. Say a little prayer for the Team in the last two rallies of the season . . . okay?



Our thanks to Jerry Smallidge — who it seems to us moves in the best of circles — for sending along details of the Cape Kennedy TSOA's 'Hare And Hound' Rally, to be held October 18. This is a low pressure event . . . minimum of speed changes . . . no tough clues. Jerry hopes to have the Bunnies from the Miami Playboy Club present the trophies. Interested . . . ? Call Jerry at 632-0159. What a way to publicize a rally!



This year's Seventh Annual New Hope *(Pennsylvania)* Automobile Show attracted an attendance of nearly 15,000 . . . most of whom probably saw this line-up of delectable lasses who competed for the title of Miss New Hope Auto Show. Man! what would the world be like without the gals. . . .

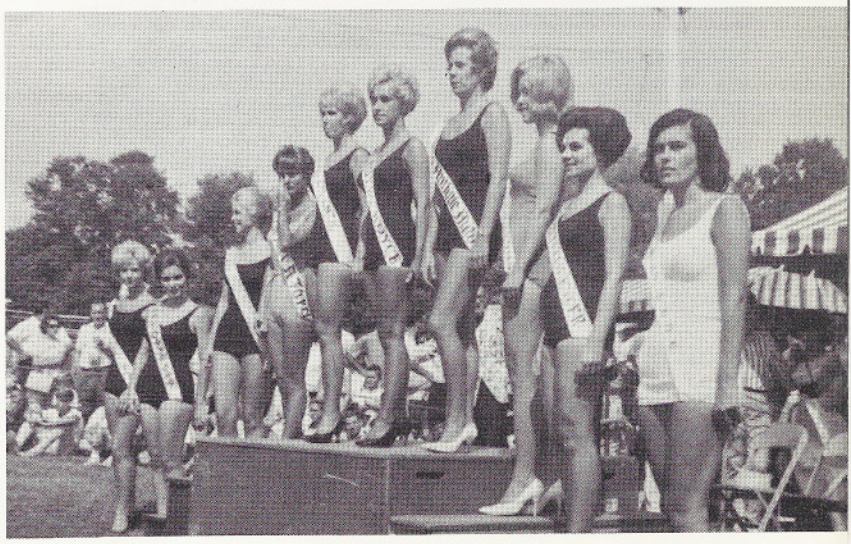
Art Meyer, owner of Meyer's Sports Car Center, Triumph Dealers in New Hope, Pennsylvania contributes a 'Tech Talk' column to the TRIUMPH TRIUNE, the Newsletter of the Triumph Sports Car Club of Delaware Valley. We particularly liked the remarks made in the August issue:

Shop Manuals explain how and where to repair your TRIUMPH, with a few hints on how to keep your car in good running condition.

They can be be bought from your Triumph Dealer — he may have to order it for you. From your Dealer it would cost under $15.00.

A shop manual is fine for a man who knows what he is doing. Also a good investment for the Saturday afternoon putterer. But don't let your wife or teenage son play with this DO IT YOURSELF volume unless you are prepared to pay, and pay well, the mechanic who puts your car in running condition, as it was before your erstwhile mechanic got his hands on the book.

Your TRIUMPH is not a car to be held together with baling wire and hairpins. Treat it with respect.



LOCAL CHAPTERS OF TSOA

Here's our up-to-date listing of all local Chapters of TSOA, together with the name of the guy or gal to contact for information concerning membership.

If any club has been missed from the list — well for Pete's sake let us know, and we'll correct the error like pronto!

And if you're a member of TSOA, and don't belong to a local Club . . . and of course, always assuming there is one near you . . . well why not join. It's a lot of fun, and you'll meet some very nice people. Of that we can assure you.

Oh! If there isn't a Club in your area, why not start one? Write to TSOA for all the help in the world . . . well, all the help we can give anyway.

CALIFORNIA

Triumph Sports Car Club of San Diego
Diane Whitehill
P.O. Box 104
El Cajon, California

Triumph Travelers Sports Car Club of Los Altos
Robert E. Slye
P.O. Box 332
Los Altos, California

Triumph Owners Guild
L. D. Williamson
1207 44th Avenue
Oakland, California

COLORADO

Colorado Associated Triumph Owners
Sue Williamson
1107 Carr
Lakewood, Colorado

CONNECTICUT

Triumph Owners Club of Connecticut, Inc.
Bill Bartlett, Jr.
308 Oak Avenue
Cheshire, Connecticut

DISTRICT OF COLUMBIA

D.C. Triumph Sports Owners Association
Mrs. Joan R. Daniels
4043 Warner Ave., Apt. D-6
Hyattsville, Maryland

FLORIDA

Cape Kennedy Branch TSOA
Jerry Smallidge
1212 Duke Way
Cocoa, Florida

HAWAI

TSOA of Honolulu
Stuart M. Cowan
Greenstein, Yamane & Cowan
Suite 1316, Ala Moana Building
1441 Kapiolani Blvd., Honolulu 14, Hawaii

ILLINOIS

Northern Illinois TSOA
Charles Bitzer
P.O. Box 3
Morton Grove, Illinois

MICHIGAN

Detroit Triumph Club
Eric Milton
17111 Birwood Blvd.
Birmingham, Michigan

MISSOURI

Triumph Sports Owners Association of Greater St. Louis
James F. Anderson
3564 DeHart Place, Apt. #3
St. Ann, Missouri

Kansas City Triumph Sports Car Club, Inc.
Mrs. Bobbye Brashier
P.O. Box 93, Main Post Office
Kansas City, Missouri

NEW JERSEY

Triumph Sports Car Club of New Jersey
Mrs. Claire Karslake
343 Hickory Street
Kearney, New Jersey

NEW YORK

Rochester TSOA
Ann Zwitzer
160 Northmore Avenue
Rochester, New York

PENNSYLVANIA

Triumph Sports Car Club of Erie, Pennsylvania
Mary Jo Lensey
233 Scott Street
Erie, Pennsylvania

Triumph Sports Car Club of Delaware Valley
Mrs. Vern Armstrong
7504 Rising Sun Avenue
Philadelphia 11, Pennsylvania

TEXAS

Triumph Owners Club of El Paso
Mrs. Freddie Thunberg
8949 Dyer
El Paso, Texas

Tejas Triumph Sports Car Club
Don Hallmark
205 Century Building
2120 Travis
Houston, Texas 77002

Lone Star Triumph Club
Lyman Abell, Jr.
2116 14th Street
Lubbock, Texas

WASHINGTON

TYEE Triumph Club
Mr. Robert E. Richardson
7011 Roosevelt
Seattle, Washington

WISCONSIN

Wisconsin Triumph Sports Owners Association
Mary Hansen
P.O. Box 1694
Milwaukee, Wisconsin

CLASSIFIED

FOR SALE: Collectors Item Rare, Triumph Italia 2000, purchased new in August '63, 60-spoke wheels, Dunlop R5S tires, Blue with Red Interior. Original price $5,200.00 — $3,000.00 Contact: S. H. Starr, RFD #1, Box 125E, Fairburn, Georgia. Phone: 404-964-7598.

FOR SALE: 4 V178 Wide Base Wheels with 4 520/13 T6 Good Year tires and racing tubes for Spitfire. Contact: Jim Goldsmith, 185 Bryant Ave., White Plains, N. Y. Phone: (914) WH 6-4082.

FOR SALE: TR-4, 1962, race or street, 140 hp, D cam, headers, oil cooler, 4.55 overdrive, limited slip, competition suspension, T6-magnesium, Michelin-steel BRG, radio — $2,300. Contact: Robin Boone, Carleton College, Northfield, Minn.

FOR SALE: 1964 TR-4, tonneau cover, 3000 miles, wire wheels — bought in Europe for resale — $2,750. Contact: M. E. Ardell, 3509 Stratford Drive, Vestal, N. Y. Phone: (607) RA 9-0667.

FOR SALE: 1959 TR-3A Parts. Stored to make a special; 20,000 miles usage. Engine, transmission, frame, front and rear ends, radiator, wheels, instruments, seats, some body parts, many misc. parts. Also day/night rear mirror, cover boot for top bows, 2 side curtains & right door from 1958 TR-3. Contact: Don Strang, Warren Ave., Harvard, Mass. Phone: 456-3611.

FOR SALE: Tonneau cover — white for 1962 TR-4. Like new — $20.00. Contact: Robert E. Parker, 458 High St., Burlington, N. J. Phone: (609) 386-0523.

FOR SALE: TR-4, 1962. Wire wheels, radio, heater, new white tires, tonneau cover — lite blue, $1,500. Will deliver anywhere. Pictures on request. Contact: Bill Sims, 4345 Overlook Drive, Birmingham, Alabama.

FOR SALE: 1949 Triumph 2000. Ford Motor. Mercury transmission. Poor mechanical condition. Recent paint job, black. Looks like small Rolls — classic design. Best offer. Contact: Fred Swartzman, 201 Roslyn Rd., Mineola, N. Y. Phone: (516) 743-3890 after 6:00 p.m.

FOR SALE: 1962 TR-3 engine complete with manifold, 1962 TR-3 transmission, rear end, 4 wheels, 4 Michelin X Tires (590-15) gages and unions, other accessories, in excellent condition. Contact: George M. Demmons USS ENTEMEDOR 55340 State Pier, New London, Connecticut.

FOR SALE: 1963 TR-3 — low mileage excellent condition — reasonable or will trade for a foreign sedan. Contact: Harry Schuster, Glenwood, Marseilles, Illinois.

FOR SALE: TR-3 in Switzerland — $400.00. Contact: Franklin T. McClintock, N. Y. Phone: 797-7300.

FOR SALE: Bolex 8MM camera, with Pan Cinar 30 Zoom lens f2.8. (this lens acts as a regular lens, wide angle and telephoto) Electric eye, Bolex pistol grip, and a British made Bolex carrying case. Bell & Howell 8MM projector, self feeding with Zoom lens, retractable cord and carrying case. (still in original carton). Mansfiels editor (still in original carton) cost $338.79. Will sell for $250.00. Will ship C.O.D. via Railway Express, price plus shipping charges. Contact: John W. Rampley, 3026 Colette Dr., Richmond, California.

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.