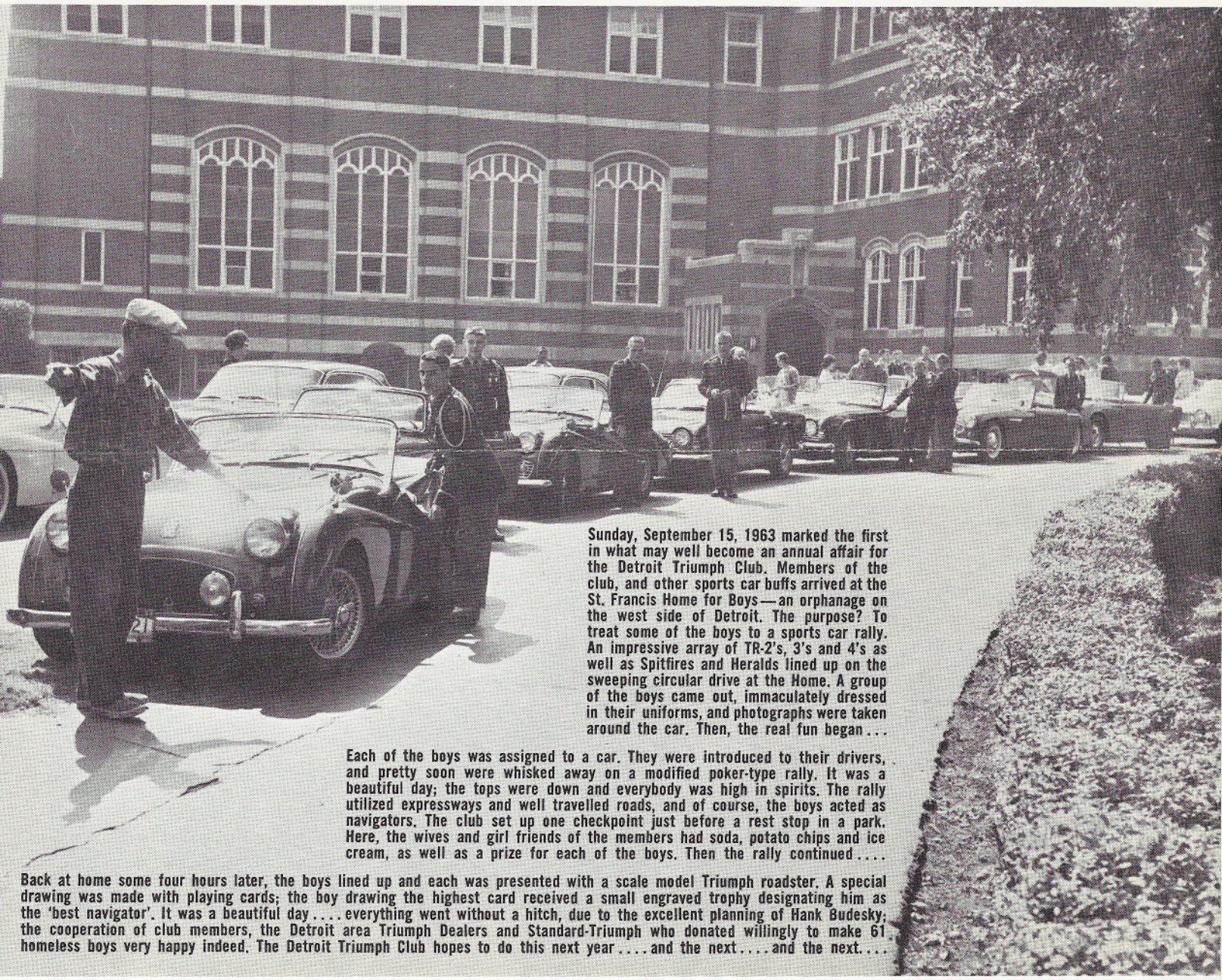
TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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

VOLUME 9, NO. 10 NOVEMBER, 1963

THIS STORY REALLY NEEDS NO HEADLINE . . . .



Sunday, September 15, 1963 marked the first in what may well become an annual affair for the Detroit Triumph Club. Members of the club, and other sports car buffs arrived at the St. Francis Home for Boys—an orphanage on the west side of Detroit. The purpose? To treat some of the boys to a sports car rally. An impressive array of TR-2's, 3's and 4's as well as Spitfires and Heralds lined up on the sweeping circular drive at the Home. A group of the boys came out, immaculately dressed in their uniforms, and photographs were taken around the car. Then, the real fun began . . .

Each of the boys was assigned to a car. They were introduced to their drivers, and pretty soon were whisked away on a modified poker-type rally. It was a beautiful day; the tops were down and everybody was high in spirits. The rally utilized expressways and well travelled roads, and of course, the boys acted as navigators. The club set up one checkpoint just before a rest stop in a park. Here, the wives and girl friends of the members had soda, potato chips and ice cream, as well as a prize for each of the boys. Then the rally continued . . . .

Back at home some four hours later, the boys lined up and each was presented with a scale model Triumph roadster. A special drawing was made with playing cards; the boy drawing the highest card received a small engraved trophy designating him as the 'best navigator'. It was a beautiful day . . . . everything went without a hitch, due to the excellent planning of Hank Budesky; the cooperation of club members, the Detroit area Triumph Dealers and Standard-Triumph who donated willingly to make 61 homeless boys very happy indeed. The Detroit Triumph Club hopes to do this next year . . . . and the next . . . . and the next. . . .

COMPETITION NOTES

The SCCA has just announced the 1964 Production Car Category Classes, and Triumphs will be seen competing in the same Classes as this past season. However, a glance at Class D Production for '64 reveals the fact that there are no less than 11 cars in DP that last year were competing in CP — including the car driven by the '63 C Production National Champion, the Daimler SP 250. Here's the breakdown of the Classes in which Triumphs are competing:

Class D

AC and Aceca Bristol
Alfa Romeo 2600
Alfa Romeo 2000
Alfa Romeo 1600 Giulia Sprint GT
Arnolt Bristol
Austin Healey 3000, 3000 MK. II
BMW 507
Daimler SP250
Fiat-Abarth 1000 dohc
Frazer Nash
G.S.M. Delta
Jaguar XK120, 140, 150, 150S, 150S (3.8)
Jensen 541R
Lancia Aurelia GT and Spyder
Lotus Elite
MGB
Porsche 356B Super 90
Porsche 356C 1600 SC
Siata 208S
TRIUMPH TR-4
Turner (Climax)
Turner (Ford 116E)
TVR (MGA)

Class F

Alfa Romeo Giulietta Standard
Berkeley B95, B105
Deutsch-Bonnet
Denzel 1300S
Facellia
Fairthorpe Minor
Lotus 7 (BMC)
Lotus 7 (Ford 105E)
Mercedes 190SL
MGA
Sabra Sports
Sunbeam Alpine
TRIUMPH TR-2, TR-3
Turner 950S
Volvo P1800

Class G

Austin-Healey Sprite (948) with options
Austin-Healey Sprite 1100
Datsun SPL 310-U
Fiat-Abarth 850S
Fiat-1500 Spyder
MG Midget (948) with options
MG Midget 1100
Morgan 4/4 Mk. IV
Porsche 1300S
TRIUMPH SPITFIRE

TRIUMPH AT SEBRING

A tightly edited, action-packed 20-minute color film of the Triumph team effort at this year's Sebring 12-Hour Grand Prix of Endurance, will shortly be available on a free loan basis to interested clubs.

While this film can only be considered a 'short', take it from us, action fairly crackles from the screen, and we particularly liked the application of some cool jazz for background music.

You'll remember the team of 3 TR-4 Hardtops, specially prepared for the gruelling event by 'Kas' Kastner, Triumph's Competitions Manager, finished 1, 2 and 4 in Class, *(and darn well should have won the Team Prize — only there wasn't one . . . .)*

Twenty minutes of action, drama . . . . and some cool jazz. And like for free man! **See it.**

NEW TR-3 TR-4 COMPETITION PREPARATION BOOKLET

Just received a copy of the new **TR-3 TR-4 Competition Preparation Booklet** — hot off of the press. And take it from us, this edition is the 'real McCoy'.

New oil and water resistant Kroydon cover; loose leaf style to allow for the insertion of additional data as it is published — and a **lot more information.**

The new booklet, written by R. W. Kastner, Standard-Triumph's Competitions Manager, and prepared by the Competition Department, contains all of the information from the original booklet — updated of course — which was first published some eighteen months ago. Plus . . . . thoroughly detailed information on the latest results to emerge from Kastner's research and development. This new tuning information comes under the general title **APPENDIX 1.**

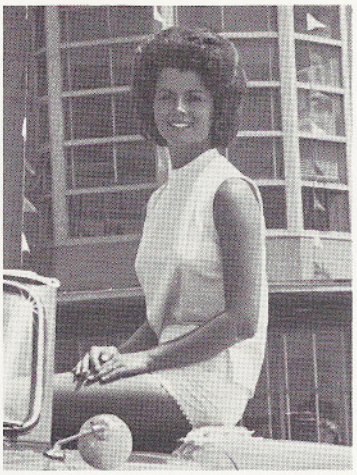
The complete booklet costs $1.25. However, for those who purchased the original booklet, individually bound copies of the **APPENDIX 1** are available for 50¢ each. Send check or money order — no C.O.D.'s please — to: Competition Department, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N. Y. 10022.

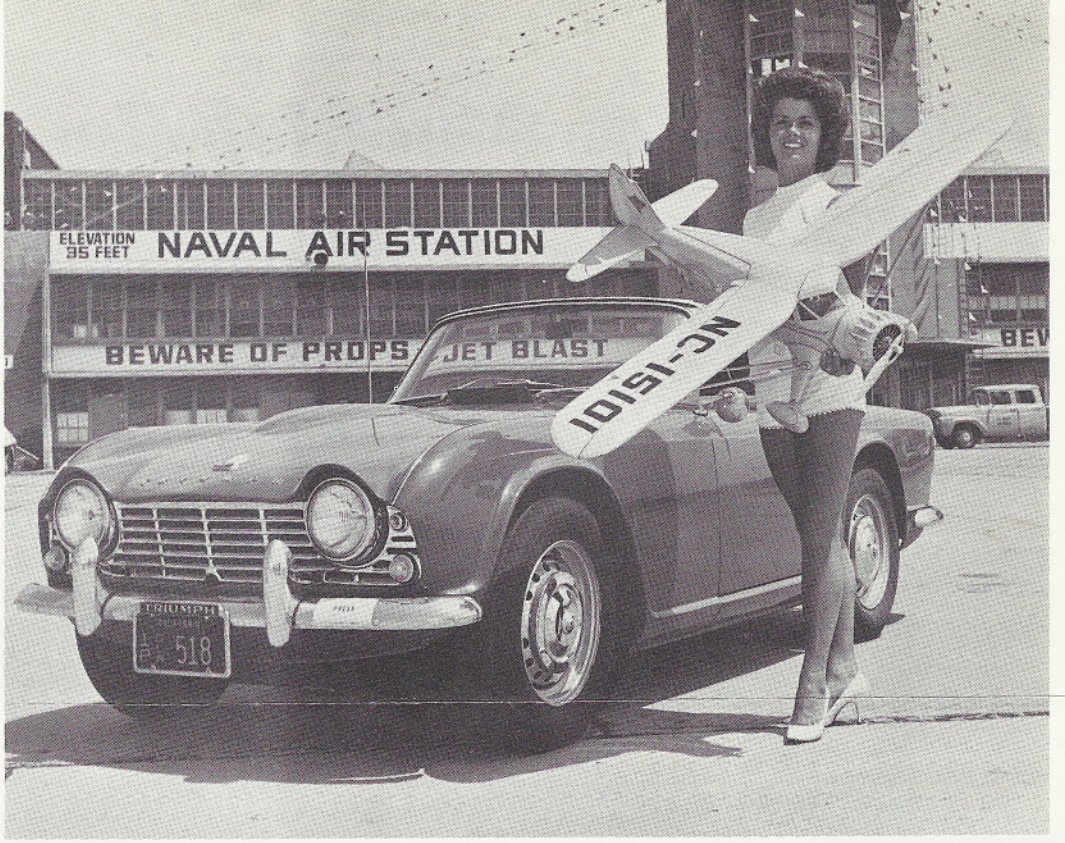
A few more details on that fantastic 5th overall by Charlie Gates' TR-4, in the 6th Annual Grand Prix for Sports Cars at Riverside Raceway, California, October 13, before 82,000 . . . . repeat 82,000 spectators.

As mentioned in the last NEWSLETTER, the only cars ahead of Charlie at the finish of the hour-long race were 4 AC-Cobras. The winning Cobra blew a tire on the cool-off lap — it was that close to Charlie finishing 4th! Rest of the field included a G.T.O. Ferrari, 3 Sting Rays, a Corvette, the West Coast's 'hottest' MG-B, Lotus Super 7 and Elite, and a flock of Porsches.

According to 'Kas' Kastner, Standard-Triumph's Competitions Manager, Charlie drove a magnificent race, holding a constant 6500 rpm red line for the full hour. After the event, everything on the car checked out perfectly — the oil temperature held at a steady 190 degrees, water at 185, and never a drop in oil pressure from the normal 75 pounds.

This magnificent performance, of which we at TSOA are particularly proud, was the result of enthusiastic cooperation — between Charlie Gates, unquestionably one of the finest drivers in this country, and the Competition Department of Standard-Triumph, in particular 'Kas' Kastner. All we can say is — what a way to end a great season for Triumph!





Here's pretty Irma Rahwyler from Anaheim, California — 1963's Miss Model Aviation. She was awarded the title at this year's National Model Aeroplane Championships, held at the Los Alamitos Naval Air Station. And the Official Press Car, for the 5th year out of the past 6 was . . . . you guessed it — the TR-4. (We love the lines of that model . . . . aeroplane, of course!)

AROUND THE CLUBS

Our thanks to Kansas City TR Sports Car Club for this News Release:

The American Royal Horse and Livestock show and its attendant parade is synonymous with Kansas City. The Fall Social season begins with the ROYAL BALL, the National Future Farmers Convention always coincides with the Royal; beautiful girls vie for the honor of appearing at the Royal festivities and riding in the parade, and every important Livestock and Horse breeder in America plans his activities so that his animals can be shown at the ROYAL.

1963 Marked the year when TRIUMPHS, those impeccably bred sports cars, became identified with the Royal. The Kansas City TR Club was invited by the Royal Officials to provide escort service for the Parade Marshalls who organized the three-hour-long parade this year. Twenty enthusiastic members with their cars shined and polished to a high gloss appeared at 7:00 a.m. to assist in the organization and supervision of the entire affair. Yes, TRIUMPH is now the official car of the American Royal Parade, and officials were universally high in their praise of club members who gave of their time and equipment to make this year's ROYAL a success.

The day following the Royal Parade, the Kansas City Club conducted a drivers' school for Gymkhana aspirants. Objective—wipe out MG-B's. Twenty-five cars and about 40 drivers took part in the school which was conducted by Roger Hurst, local brass collector, and Johnny Goans who drove his TR-4 to the Midwest Divisional Championship and the Kansas City Regional Championship this year. Johnny wiped out several Stingrays in his events, so we know he's a hot driver. Result? Many new enthusiasts for the more competitive type of driving, and many spectators inquiring about the cost and availability of Triumphs.

LETTER FROM AUSTRALIA



TSOA received a letter from John Hingston who lives in Melbourne, Australia. John is a member of the TSOA of Australia — which just happens to be the first branch of TSOA ever to be formed, back in the early 30's. John is an enthusiastic SPITFIRE owner, and is very interested in contacting SPITFIRE owners in this country. If you'd care to write, his address is: 33 Davey Avenue, East Brighton S.6., Melbourne, Victoria, Australia.

LETTERS TO THE GREASE PIT

from DCTSOA Newsletter

Dear Crank:

I just sold my big American car and bought a new sports car (foreign). I like it very much, except for one thing. Every time I change gears, there's a very loud noise. By the way, what's that extra pedal to the left of the brake on my sports car for?

(Signed) George Gearless

Dear GG:

About $175 plus parts.

Dear Mr. Shaft:

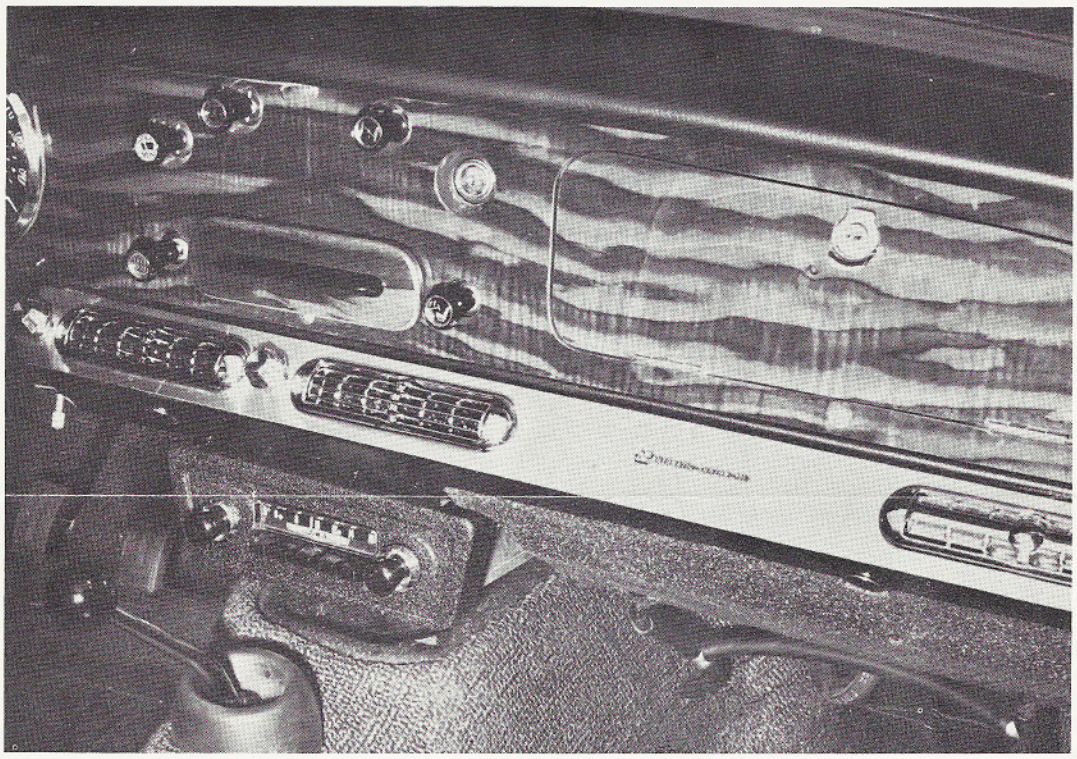
I just finished repairing my TR, as per your instructions in your books entitled "TR Tuning for Fun and Profit" and "Triumph Repair With a Beer Can Opener." I now have one forward gear and four reverse gears. Any suggestions.

(Signed) Igo Fastback

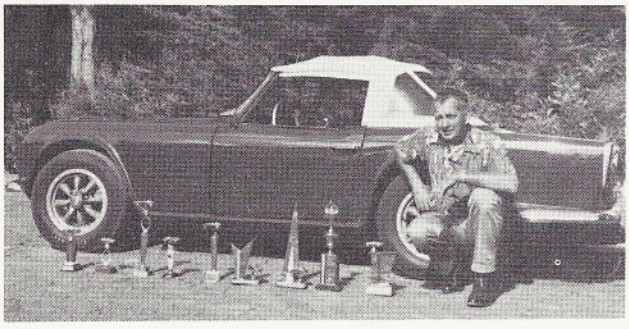
Dear Igo:

I would suggest installing headlights in the trunk and obtaining a larger rear view mirror. Also, enter the first gymkhana you can!

Blow Cool . . . And Play Hot



Standard-Triumph have announced two important additions to their line of approved optional accessories for Triumph cars — a fully transistorized, push-button radio, and a custom-built air conditioning unit called TRIUMPH-AIRE. Photo on the left illustrates both of the accessories installed in the Triumph 1200. The push-button transistor radio is manufactured by Bendix specifically for Standard-Triumph. Its features include low battery drain, high quality output with low noise level. The neatness of the installation of the TRIUMPH-AIRE Air Conditioning unit can clearly be seen in the photograph. And, take our word for it — it works. Your Triumph Dealer can supply further information should you require it.



Our thanks to Bob Kreutzberg for this photo of himself, his TR-4 and the trophies he's won this past year. Bob won the Class G Championship of the Northern California Sports Car Council, which included 12 Championship autocrosses, this year. Man! Don't those mag wheels look good on the '4'...?

Competition Valve Springs are now available for the SPITFIRE. Part # is V 176 for the set of 8 springs; suggested list price $7.80. Further competition options for the SPITFIRE will be available in the near future. Watch the NEWSLETTER for details!

CLASSIFIED

FOR SALE: TR-4 Roll Bar SCCA approved. Will send with all necessary bolts and mounting instructions — can use roof with bar — $25.00. TR-4 Tonneau cover — white cut and modified to fit roll bar — $20.00. 5 wide rim competition wheels, steel — $20.00 ea. Used only once. Contact: Lanny Thiele, Norwood Gardens, Apt. 410, Boucher St., Johnstown, Penna.

FOR SALE: 1956 TR-3 grille (new) — $25.00 — original price, $43.00. Contact: Harold Knasel, 1315 Pythian, Springfield, Ohio.

FOR SALE: TR-2, 3 Shop Manual, TR-3 Parts Catalog, stock Triumph hubcaps, TR-3 badge bar, Stewart Warner electric tachometer to fit Sports Six or Corvair-0-6000 rpm and pistons, rings, liners, bearings, valve springs, etc. for TR-3 or TR-4, used 19,000 miles. Contact: William C. Everard, 18775 Greenwald Dr., Southfield, Michigan.

FOR SALE: 1960 TR-3A completely race prepared plus a complete line of spares — $1,500. Contact: Allen Alvarez, 637 S. 7th St., Clarksburg, W. Va., Phone 6-220784.

FOR SALE: Service Manual for TR-2/3. Can hardly be told from new. A real buy at only $7.00. Contact: R. G. Lawrence, 1634 Oakley, Burley, Idaho 83318.

WANTED: TR-4 Service Manual. Contact: Arnold L. Albin, 43-43 Kissena Blvd., Flushing 55, New York.

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 (TR-3, TR-4)	$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.