



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

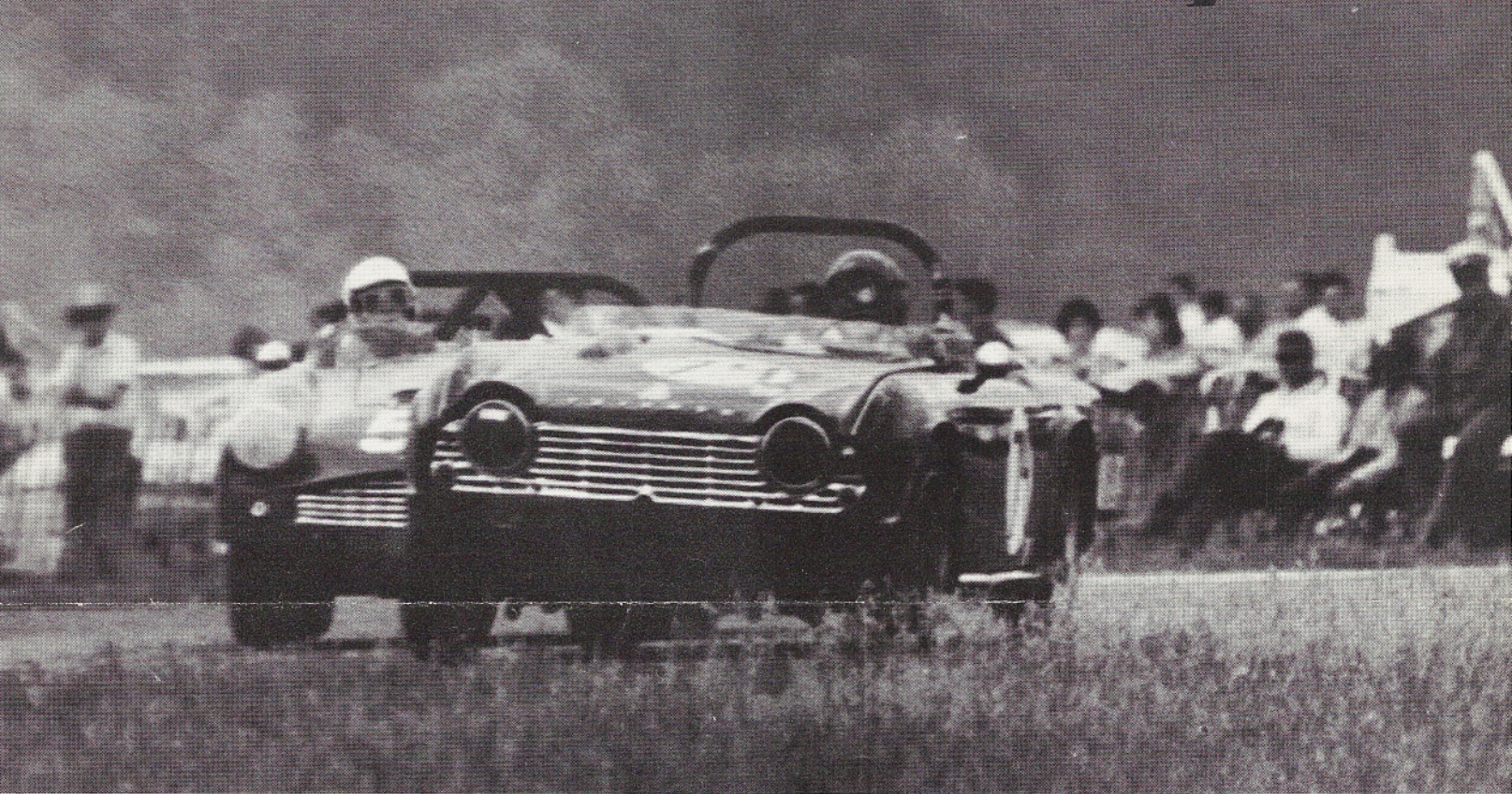
GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

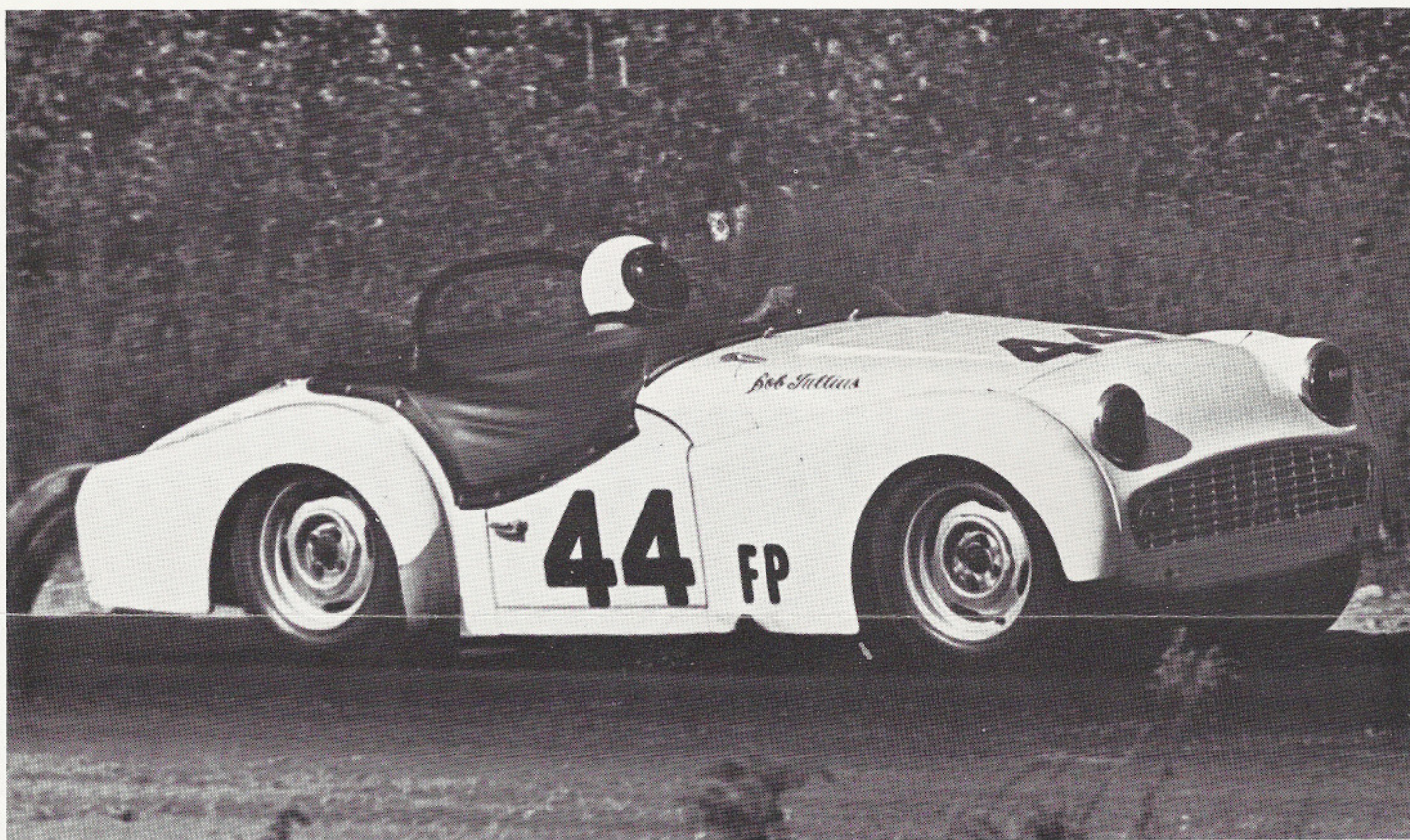
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NOVEMBER, 1964

A Year of Triumph



For the third straight year Bob Tullius has won the National Championship in his Class-D Production. Bob has also clinched the Northeastern Divisional Championship, has a comfortable lead for his Region's DP title. . . . At the Divisional level TRIUMPH drivers have won a total of 10 Championships out of a possible total of 18. . . . No other manufacturer of sports cars has won more championships this season than TRIUMPH. Truly, a 'Year of Triumph'. . . . and it isn't over yet! Read on. . . .



The American Road Race of Champions

Otherwise Known As The Inter-Divisional Run-Off

This little piece is being written a week-and-a-half before this exciting and entirely new event, which promises to provide some of the most hectic racing seen in this country in many a year.

As we've already indicated, Triumph drivers have had a remarkably successful season at the Divisional level, and in addition to our Champions which we've listed, many more Triumph drivers will be at Riverside to compete in their respective Classes.

According to our calculations, which we'll admit are inclined to be punctuated with some guesswork, there should be 18, maybe as many as 22 Triumph drivers competing — about 8 in D Production with their TR-4's; about 7 in G Production with their SPITFIRES, and about the same number in F Production with their TR-3's.

Each Class is to have its own race — by that we mean that the race organizers will not combine Classes, such as C and D Production. Therefore, the maximum number of cars in any race will be 18 — 3 from each Class, from each Division, total of 6 Divisions. And in the Classes in which Triumph are competing, we'll make up no less than one third of the entry!

Such has been the overwhelming success of Triumph drivers in all of their Classes throughout the entire country this season.

We're making the trip and hope to come back with some fine photos, and the exciting story of a sweeping Triumph!

Eyebrows shot up and a lot of people were surprised when Bob Tullius — Triumph's National Champion three-years-in-a-row with a TR-4 — appeared on the starting grid at the National races, Thompson, Connecticut on Labor Day in a TR-3. . . .

The car turned out to be Bob's original TR-3 that he went through driver's school with, and was beautifully prepared for this event by Bob's something-of-a-genius mechanic Brian Fuerstenau. In a field of Sunbeam Alpines, Lotus 7A's, Volvos, MG-A's and Alfas, Bob drove a great race to beat 'em all! Your editor was there, and it sure was a wonderful sight to see a '3' out front — and stay there!

CHAMPIONS '64

Here's the list of Triumph's Champions subject to confirmation for 1964:

SOUTHWEST		
DP	Won the Championship	Don Dillon TR-4
FP	Won the Championship	Bernard Herstein TR-3
GP	2nd place	SPITFIRE
MIDWEST		
DP	Won the Championship	John Goans, Jr. TR-4
FP	3rd place	TR-3
GP	Won the Championship	David Kiser, M.D. SPITFIRE
PACIFIC COAST		
DP	2nd place	TR-4
FP	Won the Championship	Orris Anson TR-3
GP	Won the Championship	Ed Barker SPITFIRE
SOUTHEAST		
DP	2nd place	TR-4
FP	Won the Championship	C. J. McNeer TR-3
GP	Won the Championship	Don Kearney SPITFIRE
CENTRAL		
DP	Won the Championship	Jim Spencer TR-4
GP	2nd place	(one of two drivers) SPITFIRE
NORTHEAST		
DP	Won the Championship	Bob Tullius TR-4

Now let's face it that is a pretty impressive list . . . and TSOA's warmest congratulations to Triumph's Champions on a remarkable season. Let's do even better in '65!



Terry Hunter and Patrick Lier with the SPITFIRE

Spitfire's Greatest Rally Success

from Standard-Triumph International, Ltd.

Triumph Spitfire sports cars dominated the Geneva International Rally which ended this weekend in Switzerland. They took 1st and 2nd places for Grand Touring cars, 2nd and 5th places overall and the Manufacturers' Award in this three day Rally.

Two factory entered Spitfires, driven by Terry Hunter/Patrick Lier and J-J. Thuner/J. Gretener, took 1st and 2nd places in the 1000-1300 c.c. G. T. class and two Swiss privately entered Spitfires, driven by A. Schaefer/G. Casaro and W. Rheiner/H. Hofer, also took 4th and 5th places in this class.

The Manufacturers' Award is given for the best performance made by the first three cars of the same marque and was won by the Triumph Spitfires of Hunter, Thuner and Schaefer.

Just a month ago Terry Hunter was partner in a Triumph Spitfire in the Tour de France Marathon to win its class, putting up the best performance of a British G.T. car in the event.

The three day Geneva Rally is one of the shorter International events, but it counts toward the European Rally Championship. In scoring such a great success the works Spitfires out-paced the two Ford engined Sunbeams and several Porsche cars of greater capacity in the G. T. category. The only car to beat the leading Spitfire was in fact an American Ford Sedan with an engine of over 4 litres.



Rummaging through our old files the other day we came across this photo. We decided to publish it . . . after checking the quality of the print closely . . . for no other reason than that this is a fine shot of a TR-3.

(Who is this new guy we've got writing the photo captions? Somebody should have a word with him — Ed.).

TSOA MAILBOX

We received an interesting letter from Mrs. Brenda D. Spangler from Delaware, Ohio. Here's part of what she had to say:

"In addition, we would appreciate a list of Triumph Dealers and Distributors, and a TR-4 Owners Handbook. The latter item is pulped beyond recognition from a 45 minute drive, topless (oh so sporty!) through a downpour, which it sat through in the door pocket.

I, by the way, sat through that drive (not so sporty, and late for work) cursing Triumph gently and my husband not so gently for buying a sports convertible which doesn't convert in 10 seconds at the flick of a switch.

I take it all back! Triumph is great and I'll not take any sort of trade for ours. It handles beautifully, is superb on distance driving, both turn-pike and back country, and is so far superior to those big American monsters, in traffic, that I can no longer comprehend the attraction of any other type of car.

More compliments: We really enjoy the TSOA NEWSLETTER, wish you would expand it. We feel quite a kinship with other TR owners, would like to know more about them.

Signed: (Mrs.) Brenda D. Spangler

P.S. Even our pair of pet guinea pigs enjoy riding in the Triumph! (Especially our sleek, black female who matches our sleek, black TR-4).

Thank you Mrs. Spangler, and we happen to think that car-conscious guinea pigs are the 'hippest' status symbols we've heard of in a long time.

And another letter, this time from Louis Mills, who lives in Hayward, California.

"Enclosed is an article of which you probably have several thousand copies, all sent by enthusiastic TR owners like myself. (We did receive a couple of copies Louis — but thanks for writing anyway).

"I have seen Bill Martin's TR-4, and not only does the car perform beautifully, but she's beautiful to look at too. A lovely powder blue on the outside, and a simple gorgeous piece of racing engine under the hood.

And as for parts and service for TR's (re. J. A. Czarnecki's letter in the last Newsletter) I must wave a banner for Art and Dennis Riley of Hayward Auto Imports. This father-son team is great. Art Riley conjures up rare parts from some mysterious corner with what seems to be incredible speed and (most important) relative cheapness. Dennis, who prepared the TR mentioned in the article, is even more fantastic. I've seen him drive a TR around the block and then tell the owner to tighten two bolts on "such and such" because they "felt" (his words) a little loose. Great fellows.

And I also think you print a great Newsletter.

Signed: Louis Mills

And our thanks to you Louis. For those that possibly didn't see the article that appeared in COMPETITION PRESS, here it is:

CLASSIFIED

FOR SALE: Tonneau cover — white for 1962 TR-4, like new — \$20.00. Contact: Ronald J. O'Dell, 917 Hillview Drive, Brigham City, Utah.

FOR SALE: TR-4, 1963 — wire wheels, Abarth exhaust, extra lights, tonneau, service manual, radio, in perfect shape — \$1,895.00.

FOR SALE: Dash Plates (silk screened or engraved), Trophies, Cloth Patches, Enamel Crests. Triumph Sports Car Heads Available for Trophies. Large discounts, write for prices and FREE catalog. We are specialists in awards to Sports Car Events. Contact: Duff's Jewelers, 13811 8th Street, Grandview, Missouri.

FOR SALE: Becker Europe AM-FM Radio, pushbuttons, 2-speakers, with antenna and bracket for mounting under dash, 6 volts — \$50.00. Contact: Tom Mumper, 2510 Lindell Road, Wilmington, Delaware. Phone: (302) WY 8-7501.

FOR SALE: TR-3B Factory steel hardtop, used 3 mos. Will fit TR-3 or TR-2. — \$150.00 or will trade for TR-4 hardtop. Contact: W. S. Tynan, 27 Melville Rd., Huntington Station, New York. Phone: (516) HA 7-6208.

FOR SALE: TR-3 Parts Manual, Service Manual, Front springs and misc. books and parts. Contact: P. B. Hannis, Fire St., Quaker Hill, Connecticut.

FOR SALE: 1960 TR-3A. One of the fastest Triumphs in the country, proven in SCCA competition. Ready to race now, in excellent condition. Engine lightened, balanced, magnafluxed, ported, etc. Includes 3 sets of racing tires, roll-bar, tow-bar, other goodies. Best offer over \$1400. Contact: Pete Goodspeed, 545 Gladstone Ave., Grand Rapids, Michigan 49506.

AT LAST! A TR TRIUMPHS OVER A SHELBYVILLE CAR

by Duke Manor

The San Francisco Region, SCCA, presented its 6th in a series of club races at Cotati, Sept. 27.

The day's activities were note-worthy for two diverse incidents:

1. The hamburgers were all gone before the first race.

2. Bill Martin's Triumph beat Bob Brown's Cobra.

The day started off with the SCCA truck failing to show up with the pylons, flags, etc. The RDC truck arrived at 11:30 — out of gas — and was towed into duty.

The shorter five-turn course was set up rather than the longer seven-turn course, because of communications problems.

Then things really got interesting.

Cotati boasts perhaps the finest hamburgers to appear at any sporting event. Today they ran out before the first race, which started promptly at 1:35, or thereabouts.

In one of the most exciting races to be held in the Bay Area, a Triumph beat a Cobra.

A 5-lap handicap race was set up for 10 of the top cars at the track. Their best times were taken and then the cars were handicapped.

First car out was a Sprite, driven by Michael Davis; 83 seconds later came the 10th and last car, Bob Brown's Cobra.

In between were a Spitfire, a Lotus 7A, Bill Martin in the TR-4, a Volvo, a Porsche, a Corvette, a Buick-powered Sprite, another Porsche, and the Snake.

Brown, who won big bore production at the last two club races in his white Cobra, started 46.2 sec. after Martin's TR.

For the first two laps the positions were virtually unchanged. The Cobra only passed one car, and everyone else stayed where he was.

On the 3rd lap the cars began to close up on one another and the 2nd place Spitfire, driven by Stan Rinne, passed the Davis Sprite, and took over the lead with the rest of the pack closing in. By the end of the 3rd lap the Snake had only moved up to 7th. At the end of the 4th lap Martin took the lead, and Brown was now in 6th place, closing rapidly.

As the cars came around for the checker the Cobra was only about five seconds behind the TR thru the back chicanes. Martin left the last turn onto the start/finish straight as the Cobra dove into the turn. Martin looked into his rearview mirror, and saw it filled with Cobra. He made a split second decision to stay in third gear rather than waste time and torque by shifting.

As the checkered flag dropped it was Martin and the TR by a half second over Brown's Cobra, in a thriller of a battle.

There were other races during the day, also.

(Then followed a list of results)

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, N. Y. 10017. 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.