



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

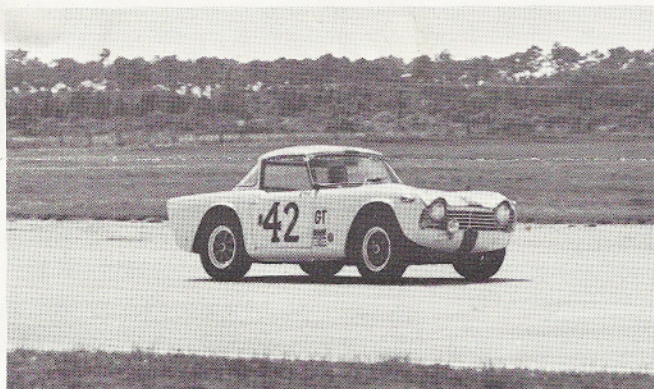
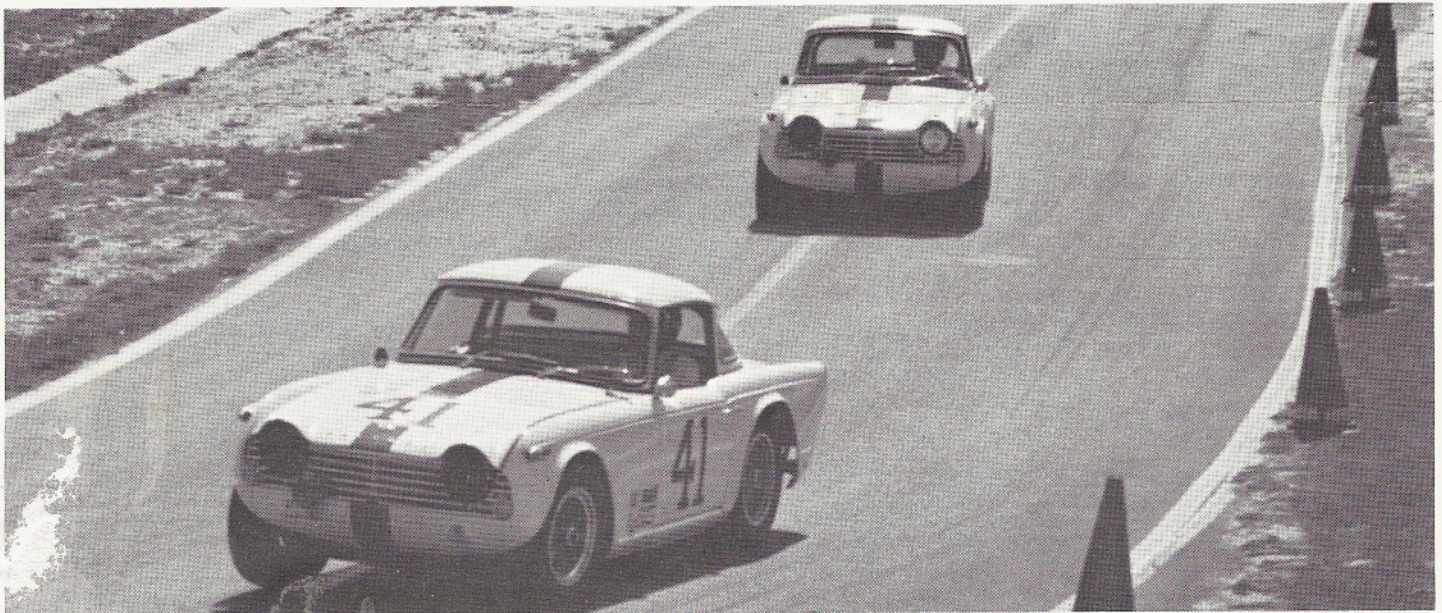
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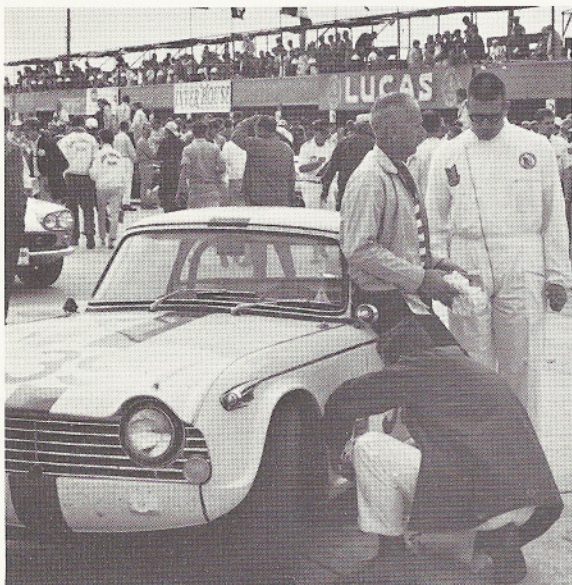


THREE TRIUMPH TR-4As entered as a factory-sponsored team in GT Class 10 at the 12-hour Grand Prix of Endurance at Sebring were one-two-three in the class when the checkered flag fell ending the grueling contest. Number 4 in the category was a TR-4A, private entry of John R. Kingham, the Triumph dealer in Winter Haven, Fla. Winning



drivers for the factory team were Bill Pendleton, Steve Froines, Mike Rothschild and Dick Gilmartin, Craig Hill and Ludwig Heimrath. A TR-4A prototype entered by Triumph and piloted by Bob Tullius and Charlie Gates withdrew after four hours when a fire in the engine compartment caused serious damage to the ignition system.

Triumphs Take Sebring Team Trophy; They Win What They Set Out To Win!



TEAM CAPTAIN R. W. "KAS" KASTNER talks over pit strategy instructions with Joe Valdez, crew chief. The team in the pits had as much to do with the Triumph success as anybody. Official race bulletins showed Triumphs often in and out of the pits in less than one minute.



THE LE MANS-TYPE START. No matter how many times one sees a race like this getting under way, he never fails to be thrilled by this initial confrontation of men and machines. To some, it was the start of the race. To the Triumph team, it meant the climax of weeks of preparation and a lost week at the Florida site where sleep was rare, food was catch-as-catch-can and work was incessant.

Team Victory Follows a Rugged Week for

THE HEADLINES WERE ALL about the powerhouses that finished one, two, three overall. Perhaps that is as it should have been.

But Standard-Triumph Motor Co. went into Sebring to demonstrate endurance over the long, rugged 12-hour pace. And demonstrate it did. The factory-sponsored Triumph GT Class 10 three-car team all finished and finished one, two, three in their class. And the only other Triumph TR-4A entered also finished and was number four in its class behind the three factory entrants.

So let the big, powerful cars steal the headlines and some of the excitement. We won our race!

The unadorned figures on Triumph performance at Sebring for the record:

Car number 41, driven by Bill Pendleton and Steve Froines came in 19th overall, completing 172 laps;

Car number 40, driven by Mike Rothschild and Dick Gilmartin was 23rd overall and completed 162 laps;

Car number 42, driven by Craig Hill and Ludwig Heimrath ran 26th overall and completed 151 laps.

The privately-entered TR-4A driven by Bob Kingham and Milo Vega was 28th overall. It completed 131 laps. This car was sponsored by John R. Kingham, Triumph dealer of Winter Haven, Florida.

driver was behind the wheel at the time. He had been alternating with Charlie Gates, the racing grandfather from Palos Verdes, California. When the car was retrieved, it was found that a relatively minor engine problem had disabled it.

As for the GT-10 cars, it took a staunch crew of drivers and a tireless pit crew to accomplish their feat. In fact, one reporter quoted a Ferrari driver in a neighboring pit as wishing he was able to get the kind of good, quick, efficient action from his crew as the Triumph team provided. Team captain and competition manager Kastner, of course, directed the crew. But he didn't expect to see this sort of report coming off the special press wire service from the official scorer's stand:

Scorers' Reports (in minutes)

"CAR 41 IN 3:46 OUT 3:47 DRIVER IN STEVE FROINES OUT PENDLETON DRIVER CHANGE TAKE GAS OIL BRAKE FLUID"

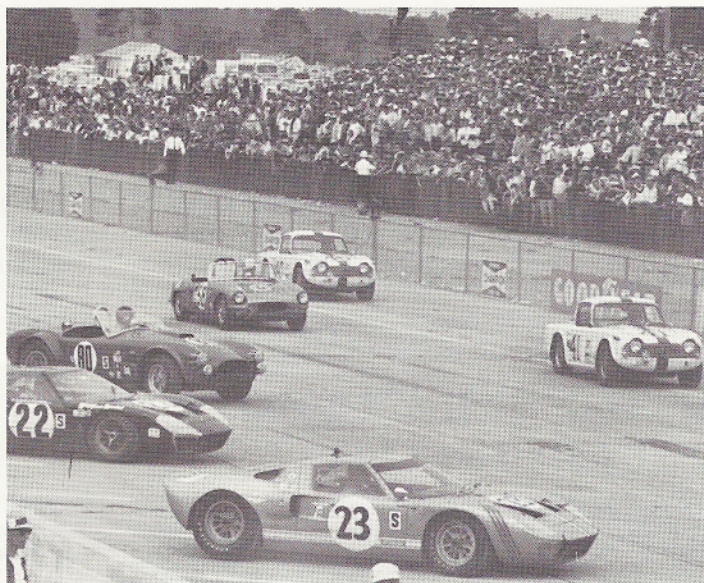
"CAR 42 TRIUMPH TIME IN 4:00 OUT 4:05 DRIVER IN HEIMRATH OUT HILL FRONT BRAKE PADS FUEL DRIVER CHANGE"

"CAR 40 TRIUMPH IN 4:50 OUT 4:58 DRIVER IN GILMARTIN OUT ROTHSCHILD FUEL AND OIL FIX SIDE LIGHT FRONT BRAKE PADS R F TIRE"

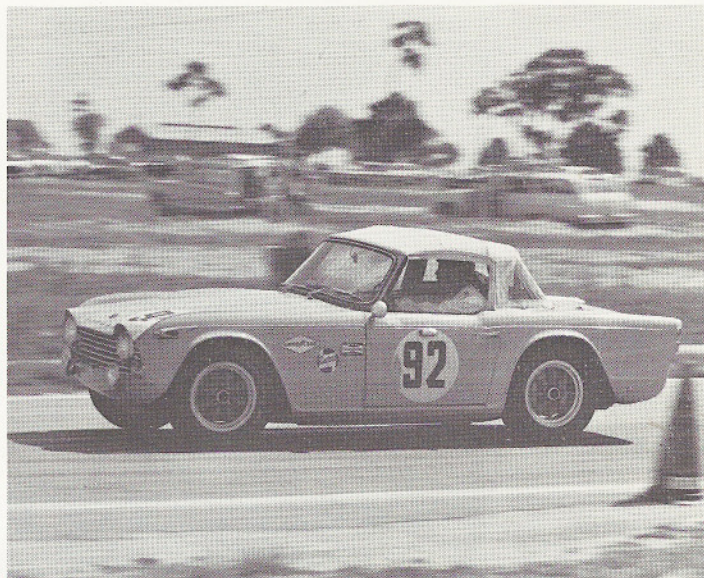
It was not only a fast crew but a resourceful one. Driver Mike Rothschild in the days before the race engineered a fueling system designed to let gravity assist fueling to the maximum extent. He not only designed it. He built it on the spot.

The Prototype

Standard-Triumph Motor Co. entered a fourth car in the race. This was the sports prototype that competition manager R. W. "Kas" Kastner and his crew put together. It made a valiant effort for more than four hours, then was forced to quit when it ran into engine trouble a long way from the pit area. Bob Tullius, champion Triumph



TWO OF THE TR-4As get going before powerful Fords can start. Triumph made no attempt to compete with the favorites in terms of power. It just doesn't have that kind of engine. But endurance was another thing. The TR-4As as a group did better than any other team.



WHILE THE FACTORY ENTRIES came in one, two, three in their class the car that was number four was another TR-4A. Here is number 92 which set a decent pace in its own right over the full 12 hours of the grueling contest. At the wheel: Bob Kingham and Milo Vega.

Drivers, Pit Crew

The weekly sports car paper, *Competition Press*, had this to say about the Triumph victory under the headline "TR-4s Four-for-Four in 12-hr. Race":

"Standard-Triumph's incredible record is unfortunate in that almost total reliability has become expected of its cars. This race saw no fewer than four out of four production TR-4As complete 12 hrs. in running condition to take the team prize..."

The week started on the Tuesday before the Saturday race for the Triumph team.

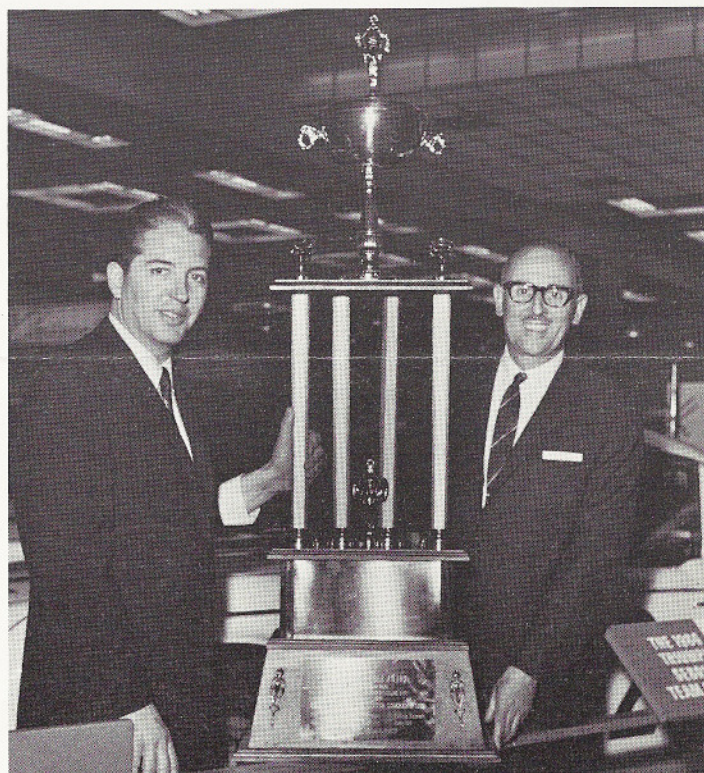
Cars started to be eliminated from the race five days before the green flag fell on Saturday. Remarkably enough, the first 15 cars presented for technical inspection in the Sebring town square on March 21 were turned down for the identical cause — lack of proper back seat squabs. Most ultimately qualified, however. Result was that quite a few cars appeared on the track with the required back seat squabs curiously resembling motel cushions and air mattresses. (Sebring motel owners, please disregard).

Then, in the qualifying trials, a number of cars were eliminated. The final entry list at the start of the 12-hour contest consisted of 64 cars, down from 75 originally designated on the official entry list. Thirty were at the finish line.

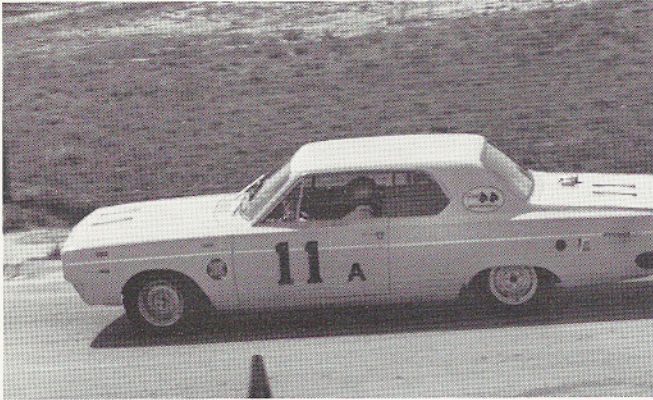
Overall Results

Oh, yes. For those who haven't heard: Ken Miles and Lloyd Ruby were overall winners in an open Ford Mk 2 sports prototype. The Miles/Ruby car took top honors when Dan Gurney's Mk 2 coupe failed as it was leading seconds before the end of the race. Gurney got out and pushed the car over the finish line, disqualifying himself despite his 224 laps.

For Standard-Triumph's contingent, it was a rough week, almost a lost week. But the Saturday night after the race and the Sunday when the Pepsi Cola team award came — well, it just wasn't the time to drink Pepsi Cola.



THE PAYOFF. This huge trophy, the Pepsi Cola award, is presented to Standard-Triumph's president Chris Andrews at the New York Automobile Show — in front of transplanted car number 42. Making the presentation is Edward C. Finneran, manager of the sports division of The Pepsi Cola Co. The trophy is inscribed with names of all the winning drivers.



BOB TULLIUS IN A Dodge Dart at Sebring sedan race.

Tullius Takes No. 2 Spot in Sedan Race

One stalwart member of the Triumph team at Sebring warmed up by taking a sedan on a spin around the track in the four-hour sedan race. Bob Tullius got behind the wheel of a Dodge Dart and surprised a lot of people by leading the pressing Alfa all the way and ending in second overall position.

Tullius took an early lead over four powerful Alfas, a Barracuda, a Fiat Abarth and a Ford Cortina.

An overlong pit stop to replace tires caused Bob to fall behind. He wound up number two to Jochen Rindt in an Alfa. The long reign of Lotus Cortina superiority in sedan racing suffered a severe setback as a result. In third place was the Alfa of Andrea de Adamich/Tedoro Zeccoli. Fourth and fifth were the Alfa GTAs of Paul Richards and Horst Kwech/Gaston Andrey.

Want a Triumph Film At Meetings—just Ask

Want to show a Triumph film at your next meeting? The library of available films for free loan is now located at Sterling Movies U.S.A., Inc., 43 West 61 St., New York, N. Y. 10023. That's your contact to arrange showings of the following available films:

- 1958 Monte Carlo rally, 30 minutes;
- 1960 Monte Carlo rally, 30 minutes;
- 1955 Le Mans 24-hour race, 30 minutes;
- 1960 Le Mans 24-hour race, 30 minutes;
- 1958 Alpine rally, 30 minutes;

Art of Safety, 10 minutes (a brief animated history of automobiles introduces this story of safe driving demonstrated by race driver Paul O'Shea. He also demonstrates handling techniques involving spins, etc.);

Herald in Africa, 20 minutes (this is the famed endurance test of the Herald through the deserts, jungles and mountains of Africa);

Triumph in the Alps, 30 minutes (mile-a-minute Alpine thrills over high passes and around twisting roads through mountain scenery);

Triumph at Sebring, 1963, 22 minutes (Triumph team efforts at Sebring — with jazz background).

Triumph Gymkhana Hopes For World's Fair Site

The World's Fair site in Flushing Meadow Park, Queens, New York, will be the site of a gymkhana sponsored by the Bay Ridge Sports Car Club. The Bay Ridge group is considered the best gymkhana club in the area. All cars will pass a rigid tech inspection. Independent rear, swing axle types will not be allowed on the course without a camber compensator — or at least reversed wheels. Call Steve at New York Triumph Motor Club (212) 743-2313 for details and date.

Tulip Rally Planned By Detroit Club

The new sports car events season has opened in earnest for the Detroit Triumph Club. There is a Detroit Triumph Club Gymkhana at Wonderland on April 17, a Detroit Triumph Club Night Rally on April 23, a Rallygators Rally on April 24, a Drivers' School on the weekend of April 30-May 1, a rally school and rally on May 7, 8 and a Tulip Rally to Holland, Michigan on May 14, 15. Contact Phil Van Zandt, The Roadrunner, 23031 Edward St., Dearborn, Mich.

103 Cars Turn Out For Jersey Rally

The Triumph Sports Car Club of New Jersey reports that 103 cars participated in the "Rallye Round the Lakes" on March 20. How is that for a turnout?

The club is going all out for the Tri-o-Rama on the weekend of April 23, 24 at Pocono Manor Hotel in Pennsylvania. This is one of three sponsoring clubs. The others are the Triumph Sports Car Club of Delaware Valley and the New York Triumph Motor Club.

TSOA SUPERMARKET

TRIUMPH JACKETS

Custom-tailored shower-proof wash-and-wear blue poplin zipper jackets with silk-screened Triumph logo on back; exclusive to TSOA: specify size — s, m, l, xl. \$9.50

TSOA T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl. \$4.50

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 \$2.00

SPITFIRE Competition Preparation Booklet \$2.00

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 or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.