



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

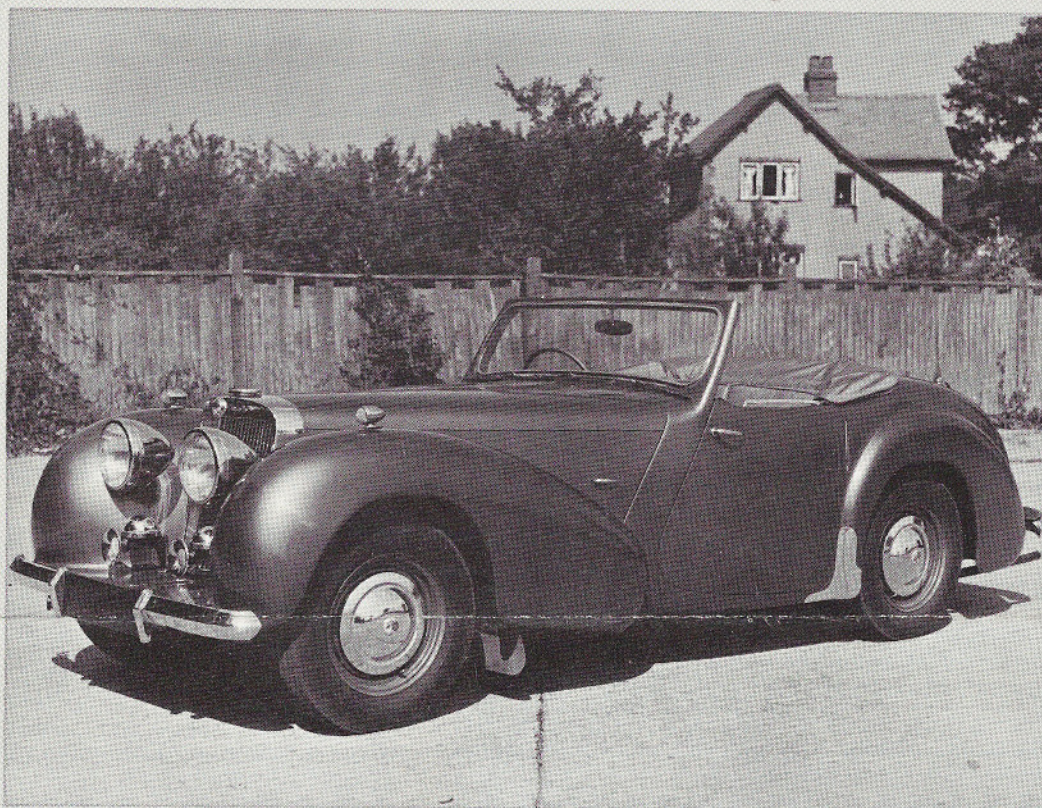
GRAND CENTRAL STATION

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## 1946



. . . . twenty years ago. How many of you recall what you were doing a couple of decades ago? We were all much younger that's for sure. And not too many of us were driving sports cars we'll wager. Certainly not a Triumph. . . .

Of course, in nineteen-forty-six Standard-Triumph had been making cars for more than a couple of years! After all the embryonic company was founded in 1903. . . .

In nineteen-forty-six Standard-Triumph had yet to invade the American automobile market, and if you'd wanted to buy a Triumph sports car, a round-trip by ocean liner to "old Blighty" would have been in store for you. . . .

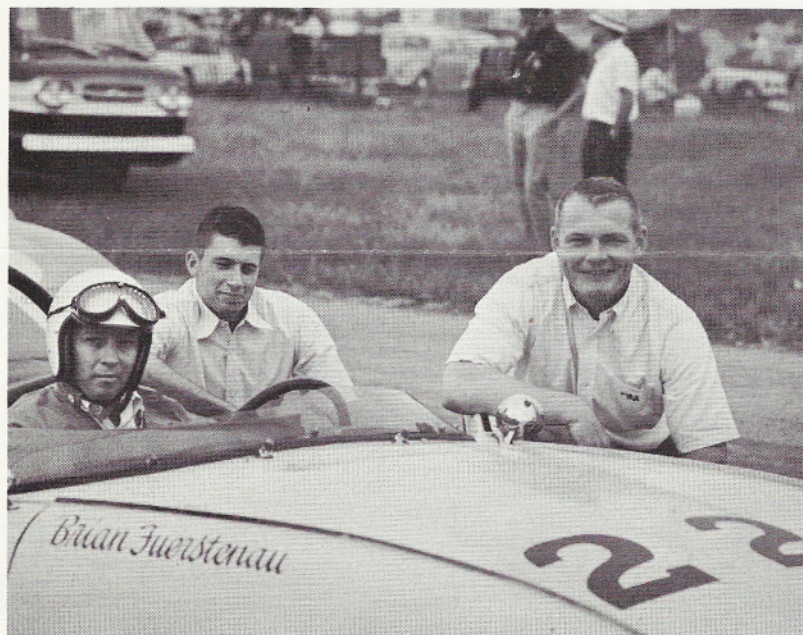
And this, dear TSOA member, would have been your purchase . . . . the 1946 Triumph '1800' Roadster. Seems to us they were building pretty good-looking cars in nineteen-forty-six. . . .



# 1965 IN RETROSPECT



One of the GT SPITFIRES during practice for the 12-Hour Grand Prix of Endurance at Sebring—Duane Feuerhelm at the wheel. These cars were beautifully prepared by the factory in England and performed magnificently.



The intrepid trio making up 'GROUP 44' . . . race car preparation, public relations and sales promotion specialists . . . and pretty fair drivers to boot! In the SPITFIRE Dick Gilmartin . . . to his left Brian Fuerstenau, and then good old Bob Tullius . . . 'Mr. Triumph' it seems to the motoring press!

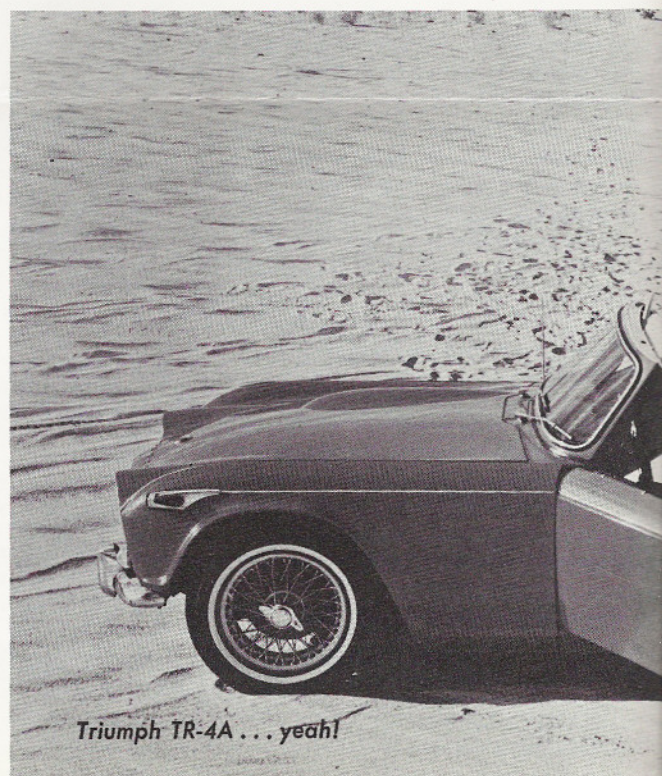
A couple of guys from Florida who shall not be nameless — Dana Kelder and Ara Dube . . . a seven-year-old TR-3 immaculately prepared competitionwise by Bill Cannon. . . . Daytona International Speedway and the 2000-kilometer Daytona Continental in February of last year. . . . 1st in Class GT 11 and 12th overall . . . the TR-3 with Kelder and Dube alternating behind the wheel covered about 955 miles — 251 laps — in the approximately 12 hours 28 minutes of the event . . . only cars to finish ahead of them were the Ford Prototypes, Cobras, Porsches and one Ferrari, somewhat faster machinery we'd say . . . this year's Continental is a 24-Hour grind . . . twenty-four-hours . . . and the same team is having another go this year in a TR-4A . . . if they top last year's magnificent performance . . . well they sure have our very best wishes . . .

And that reminds us . . . the March issue of the TSOA NEWSLETTER presented "Improvements to the two best-selling sports cars in America" by way of some excellent photos . . . and snappy copy — we hope! . . . the new TR-4A and the SPITFIRE Mk 2 were with us and have been selling extremely well since their introduction . . . and why not? Dollar for dollar these two cars represent the finest value in the sports car field . . . we thought so at the time and still do . . . the motoring press certainly agreed with us . . . and more importantly it appears the sports car buyer is of the same opinion. . .

Sebring 1965 . . . the 12-Hour Grand Prix of Endurance in March . . . hottest and certainly the wettest Sebring in years . . . and once again Triumph brought home some hardware finishing 2 and 3rd in combined Classes GT 7/8 and 2nd and 3rd in GT Division 1 with the specially-built GT SPITFIRES. Conditions during the 12-Hour grind ranged from a track temperature of about 130 degrees during the afternoon . . . then as daylight was fading the heavens opened up producing a downpour of tropical intensity . . . but the GT SPITFIRES just motored on never missing a beat. . .

And then in April we had the New York Auto Show . . . and the first public showing of the new TR-4A and SPITFIRE Mk 2 . . . and the public loved 'em! Underscoring the interest taken by the factory in the market over here, was the visit to this country and the Triumph exhibit by Mr. George Turnbull from England, Director and General Manager of Standard-Triumph International, Ltd. . . . we're sure he was delighted that the readers of CAR and DRIVER magazine had just voted the SPITFIRE 'Best GT/Sports Car' — Under \$2500! . . . and doubtless he was also delighted with the thousands of people thronging the Triumph Stand, anxious for information on the entire Triumph line of cars. . . .

By the month of June we had a pretty good idea how well our drivers were doing in SCCA competition . . . and unquestionably throughout



Triumph TR-4A . . . yeah!



## Or A Glance In Our Rear-View Mirror

the country, the TR-3, SPITFIRE and TR-4 were once again the cars to beat in their respective Classes. . . . Bob Tullius was driving better than ever which says a lot . . . and Bob it seemed had successfully turned his avocation into a vocation with the formation of GROUP 44 in partnership with Dick Gilmartin, a campaigner of considerable skill in GP with his SPITFIRE, and Brian Fuerstenau, the Group's mechanical wizard and TR-3 driver . . . this intrepid trio had a most successful season. . . . Bob won the Northeast Division's DP title for the umpteenth time. . . . Brian copped the FP title with ease . . . and Dick finished 2nd in GP. . . . GROUP 44 obviously was — and is — here to stay. . . .

From out on the West Coast we started hearing rumbles about an embarrassingly quick TR-4A with IRS. . . . well darn it we knew the SCCA had not given the new car a Production Car Class due to the timing of its arrival on the U.S. market . . . so what was going on? Simply this. . . . 'Kas' Kastner, Triumph's Competitions Manager had decided that the only way to obtain accurate preparation data for the new car, which eventually would be dispensed to TR-4A owners wishing to race the following season, was to run a TR-4A in the only category open to the car. . . . D MODIFIED. . . . and the Kastner-prepared IRS TR-4A with Charlie Gates behind the wheel had a lot of sage old heads nodding in disbelief as the potent combination of engineering and driving skill went on to win the D Modified Championship on the West Coast. . . . sonofagun!

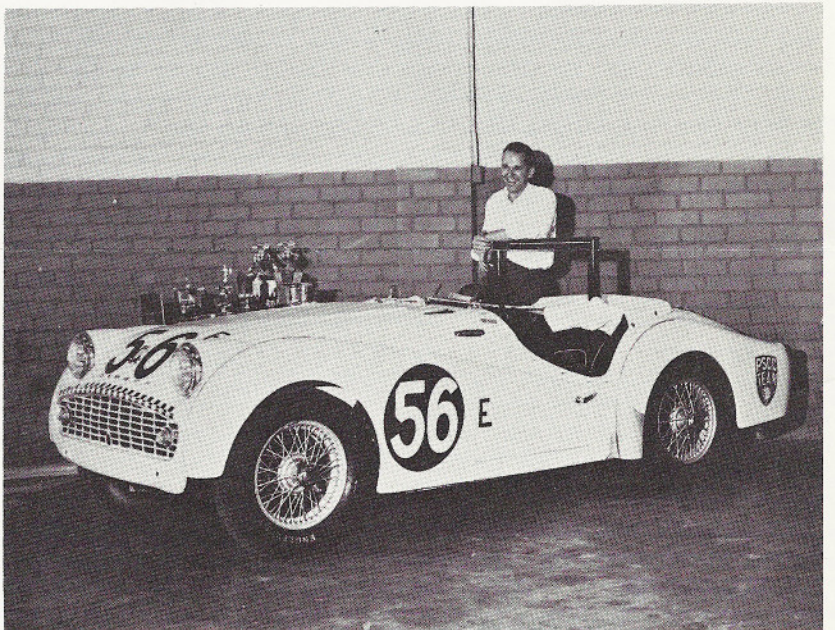
In July we carried the 'Triumph At Le Mans' story . . . and a *trionphe* it most certainly was with the GT SPITFIRES finishing 1st and 2nd in their Class, 5th and 6th overall in the GT Category. . . . a total of 51 cars lined up for the traditional 'Le Mans' start . . . twenty-four hours later 14 cars crossed the finishing line. . . . two of 'em being Spitfires. . . . one of the finest competitive achievements ever recorded by a company that has been around racing and rallying since goodness-knows-when. . . .

We featured the new Triumph 2000 Sedan in the October issue of the TSOA NEWSLETTER. . . . and shortly thereafter took delivery of our own 2000. . . . a fine car. . . . a joy to drive (we have the 4-speed with overdrive). . . . we're just delighted with the car. . . . so if you're thinking about buying one yourself take our word for it, and go take a test-drive at your local Triumph Dealer. . . .

To wrap up another very successful season for Triumph in competition, came the victories in the American Road Race of Champions held at Daytona International Speedway, Florida, the latter part of November. . . . TR-4's 1st, 2nd, 3rd and 5th in D Production. . . . TR-3's 1st and 2nd in F Production. . . . and the TR-4A 1st in Modified. Yep! . . . it was a very good year.



Not only is this a good looking automobile . . . but it photographs well! This is a shot we took some little while ago of the 2000 Sedan . . . in fact this was the car that we drove that finally convinced us to get our own 2000 . . . a sound decision man!



This is one of those 'Guess Who?' photos . . . only in this case no prizes for a correct answer. After all the guy is pretty well known . . . 'Kas' Kastner, Triumph's Competitions Manager . . . the photo is vintage 1959, the year that 'Kas' won three Championships — Class EP Pacific Coast, the Cal Club EP Championship and Motoracing West Coast Point Championship. 'Kas' hung up his driving gloves some time ago to concentrate on putting Triumph on the map — competitionwise. He's done a pretty good job!





## This and That . . . .

We're writing this on about the 12th day of the transit strike in New York City. Personally, we're not affected or inconvenienced that much, having our apartment situated about a mile from the office. However as you've doubtless read in your local newspaper, many New Yorkers and people from New Jersey and Connecticut are enduring great hardship in their efforts to get to work and back home at the end of an abbreviated day. But the spirit of the people is downright amazing. Many are walking literally miles every day; car pools have been formed to make maximum use of each vehicle coming into the City; bicycle rentals and sales are up 1000 per cent; and some are even roller-skating from their homes to their places of business.

A few days ago we were driving along the Connecticut Turnpike in the early morning on our way to the office. Our new 2000 sedan was 'purring' along at about 58 in top overdrive. We were in the middle of the three-lane highway when a blue TR-4A passed us . . . and by golly! . . . with the top down! (The temperature was about 28 degrees.)

Huddled in the car were four adults including the driver, all wrapped in scarves and blankets, and with the happiest of grins on their faces! It was quite a sight. If any of the four happen to be TSOA members and get to read this little item, we're pleased to announce that all of you are herewith presented with the Special TSOA Award For Making Maximum Use Of A Motor Vehicle During The Transit Strike Emergency.

Paul Daehling who writes a weekly column for the DAILY NEWS and SUN in Springfield, Ohio, tells us that he sometimes quotes from our very own TSOA NEWSLETTER. He also is of the opinion that our publication is: "One of the better newsletters around." For which our sincerest thanks. Paul sent us a clipping from the January 6 issue of the Cleveland PLAIN DEALER . . . a classified advertising, for sale a "1966 TRIUMPH HAROLD . . ."

Our mail is starting to pick up again after the Christmas lull, and new applications for membership in TSOA make up the bulk of it.

Reginald Tanner wrote to us from Baltimore: "I would like the necessary information to become a member of the Triumph Sports Owners Association. Two weeks ago I sold my 1963 Corvette and purchased a very clean 1963 TR-4. There is a special feeling about this car that I did not get with my Corvette."

The information you requested is on its way Reginald . . . our very best wishes to you and many miles of 'special' motoring with your TR-4.

Trading Up Department. Wayne McCallister, a TSOA member from New Orleans sent us his change of address and also this information: "I have owned a 1956 TR-2, a 1957 TR-3, and now have a 1965 SPITFIRE Hardtop. I am planning to trade in the SPITFIRE on an IRS TR-4A."

An excellent choice Wayne . . . of course we're biased! One suggestion Wayne — get your new TR-4A IRS with Overdrive. Like man . . . you get virtually a 7-speed gearbox to stir. . . .!

Reflecting the continuing boom in auto sales and confirming predictions of a banner year for Triumph sales in '66, comes the news that Triumph wholesale sales for the month of December '65 were the highest for that month since 1958. Also, the final quarter figures for '65 show a 22-per cent increase over the like period of 1964. Twenty-two-per-cent is a pretty hefty increase. We'd say that Triumph Dealers throughout the country have a pretty good year ahead of them.

Here's a little item we picked up from ROAD & TRACK magazine of particular interest to the New York commuter-by-car . . . he's having a whale-of-a-time during the transit strike!

While most people take their traffic frustrations home with them and straighten out their nerves by drinking 2 martinis or kicking the family dog, there are a few brave souls who take more determined action. In London, England, truck driver David Twichen told friends he was so fed up with traffic jams that "I'm going to do something desperate."

They all laughed but Twichen joined the French Foreign Legion for a 5-year hitch.

## FLASH! . . . .

Triumph sports cars have won the Manufacturers' Class title in the New Jersey State Rally championships for 1965.

Statistics released by the N.J. State Rally Council indicate that Triumph entries captured the state crown by a comfortable margin over the competing marques, including factory-sponsored teams of Plymouth and Comet, also Corvair and Saab.

Chief contributors to the Triumph cause were Ed and Babette Van Vliet, who piloted their TR-4 to first-place equipped in the championship series. In winning, they edged the National Rally champions, Sally and Dennis Koelmel.

## 1966 Tri-O-Rama

April 23-24, 1966 high in the Poconos. Write for more details: Sevey Vignola, TSSCNJ, 1510 76th St., North Bergen, N. J.

## CLASSIFIED

**FOR SALE:** Service Instruction Manual & Spare Parts catalogue for TR-2-3, smudged but sound. Exploded views in latter very useful in repairs, both—\$5.00 ppd. Contact: Roland Loewen, 117 N. Holly Dr., Baytown, Texas 77520.

**FOR SALE:** New black tonneau cover for 1961 TR-3. Two used side curtains — all for \$35.00. Contact: A. R. Yanes, 457 Briarwood Dr., South San Francisco, California.

**FOR SALE:** Aug. 1965 green Spitfire Mk II Hardtop, 3,500 miles — overdrive, heater, tonneau, bumper guards, fender mirrors, snow tires, seat belts — originally \$2,700, wanted \$2,250. Contact: Miss France, 3343 Park Ave., Union City, New Jersey.

**FOR SALE:** Cellar clearance — TR-3 parts assortment, complete wire wheel conversion — \$60.00. Engine 2.2 conv. "D" Cam — balanced, cut flywheel, killerhead, etc. Reliable brakes, drums, discs — hydraulic cylinders, roll bar, complete rear end including gears, housing and axles, all trans. gears & shafts, many other various parts — make offer. Contact: Kay Smith, 70 Mt. Kemble Ave., Morristown, New Jersey. Phone: (201) JE 8-2892.

**FOR SALE:** TR-3A purchased new, May 1961, original owners. Never raced, never wrecked, serviced regularly, log book kept. Factory installed overdrive and luggage rack. Tonneau cover, heater, hood stick cover, cigar lighter, oil filter. White body, soft top and side curtains, black interior. Good running condition, body and paint good. Contact: Antoinette M. Haley, Rt. 5, Crabill Rd., Springfield, Ohio. Phone: FA 3-1670.

**FOR SALE:** Judson supercharger for TR-3 or TR-4. Complete in original factory carton with full instructions. Like new condition. Used 2 months. Best offer over \$100.00. Contact: L. M. Griffin, 2727 Central Ave., Columbus, Indiana. Phone: (812) 372-2581.

**FOR SALE:** Bolt-on roll bar for Triumph Spitfire. Complete \$40.00. Contact: Dick Hayden, 1435 Argyle Crescent, Ann Arbor, Michigan. Phone: (313) 665-5410.

**FOR SALE:** 1960 TR-3 ready to race — consistently finishes well in the top of its class — blue streaks, mag wheels, O.D. 4.55 rear axle ratio, positraction, "F" cam, 87 mm pistons fully proflided, lots more, many, many spares, including engine — \$1,350. Contact: David B. Hammond, 1345 Bancroft Way, Yuba City, California. Phone: (916) 673-3441.

**FOR SALE:** New, unused luggage rack for a TR-4, 1963. Received as present from well-meaning brother after TR-4 was sold. Contact: Doug Johnston, 674 Crescent Ave., Buffalo, N. Y. Make offer.

**FOR SALE:** One of the fastest TR-4's in the country — Dick Stockton's fully proflided car: 2nd in D Production, N.E. Division; 5th in DP at ARRC, Daytona after leading for some time (overdrive quit); 140-145 mph on high bank at Daytona. Fully prepared for '66 season. A rare opportunity at \$3,495.00. Call Dick at (215) TU 4-1699.

## 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 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 . . . . \$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.