



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

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## *Sebring TR-4A's Ready; Tri-O-Rama Set*

### TRI-O-RAMA SET FOR APRIL 23-24

Enclosed with this Newsletter you will find an application form for the 1966 Tri-O-Rama. This event, now in its fourth year, has always been a real "fun" weekend with good rallying, good fellowship and plenty of hardware for the successful entries.

This year, for the first time, the Tri-O-Rama is a joint effort sponsored by three local TSOA groups, the Triumph Sports Car Club of New Jersey, Triumph Sports Car Club of Delaware Valley and the New York Triumph Motor Club. All three groups are hard at work to make April 23 and 24 a memorable two days. We understand that the Pocono Manor is a plush hotel to say the least and who worries about the weather when the pool is indoors?

Send your entry for the Tri-O-Rama now and talk it up! Plenty of extra blanks are available... just ask when you send yours in. We'll see you in April!

### NEW TSOA EXECUTIVE SECRETARY

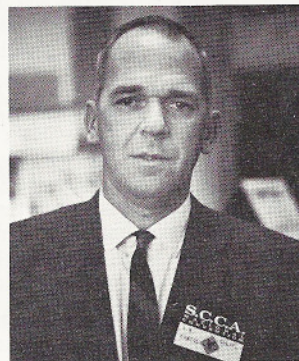


A. F. BURNS

Our new top man is A. F. (Al) Burns. Al comes to the TSOA with a number of years experience working with Triumph under his belt and is completely knowledgeable about our favorite product. Please direct your letters and Newsletter material to Al from now on.

Like to meet Al in person? Read through the list of 1966 activities coming up and plan to attend... you're sure to run into Al in the heart of the action.

### TR-4A's FOR SEBRING



R. W. KASTNER

Sebring, 1966, is only a few weeks away as this is being written and four Triumph entries are planned. Three TR-4A's will run in the G.T.-Sports category and one in the Prototype category. That's right... Prototype! No, it isn't an exotic new model, but it will undoubtedly be the fastest TR you have ever laid eyes on.

This is the third time in recent years that Triumph has fielded a team at Sebring and you should be interested in the method of driver selection. Instead of grabbing the biggest name handy, Standard-Triumph's Competition Department watches the SCCA National races throughout the year and picks the majority of the drivers from the successful SCCA competitors. Every Triumph competitor is eligible for expense payments if he does well in National races and, if he drives his way to the top, has a chance to make the Sebring team as well. We think this is a heck of a good way to encourage Triumph drivers!

The Sebring cars are being prepared under the eagle eye of R. W. Kastner, Triumph Competition Manager (seen above at the SCCA Convention in Detroit). The drivers for 1966 are:

BOB TULLIUS

CHARLIE GATES

STEVE FROINES

BILL PENDLETON

DICK GILMARTIN

MIKE ROTHSCHILD

CRAIG HILL

LUDWIG HEIMRATH

Come on down!





Michelotti with two of the inch to the foot scale models which are prepared to help judge the proportions and appearance of new designs. Note photos of past successes in the background.



The master studies the model. This one has some lines similar to the Spitfire and could possibly have been an early attempt. The scale models are wood, prepared in a special "laboratory".

## MEET MICHELOTTI!

In the late 1940's, when the rest of the world's automotive stylists were still using pre-war designs, (with a few bright exceptions like Studebaker), Italy became the center of a new movement in "custom" cars. Names like Farina and Vignale became common in automotive journals in the early fifties and, by 1958 and '59, manufacturers in England and Europe were battling over which Italian stylist would do their new models.

Standard-Triumph was quick to realize the public appeal of the Italian styling which had, by now, appeared on many limited production cars like Ferrari, Cunningham, Nash-Healey, etc. In the late 'fifties, they called on Giovanni Michelotti to design the body for an all-new economy car, the Triumph Herald. Since that time, Michelotti's distinctive "M" has been applied to all new Triumph models and their popularity testifies to his skill as a stylist as well as to the good basic engineering under the attractive bodies.

Giovanni Michelotti began his career as a draftsman in the Stabilimenti Farina. Farina, the first famous name in Italian auto styling, trained him so well that in 1949 the G. Michelotti Studio was formed with orders pouring in from many Italian bodymakers. Michelotti was the first stylist to provide his services to all bodymakers and he has worked for Vignale, Ghia, Moretti, Bertone and others.

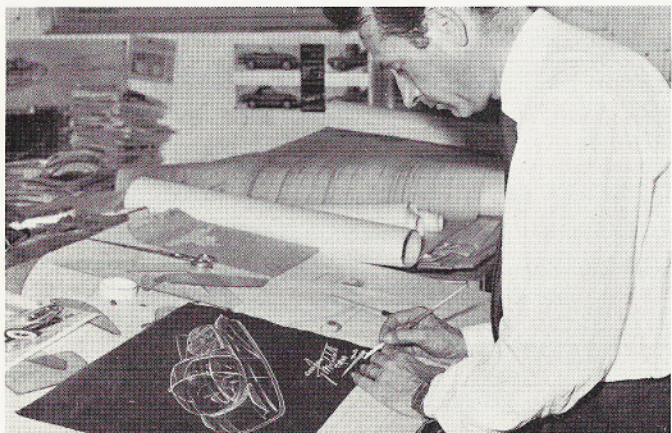
Michelotti builds his own special cars. He has produced designs for Oscar, Fiat, Conrero, Ferrari, Abarth, Renault, and, of course, Triumph. He was the stylist of the beautiful Triumph Italia 2000, a special coupe on a TR-3 chassis as well as the current 1200, TR-4A, Spitfire Mk 2 and Triumph 2000 models. His reputation has extended as far as Japan where he has done work for Hino.



Here is the original scale model of the Spitfire Hard-top. Sorry, folks . . . two-tone paint jobs are not available.



The successful stylist collects trophies by the score. Here, Michelotti holds one of his many auto show awards.



At the drawing board. Though he is head of his own large styling studio, Michelotti must still provide the basic creative force for the organization. The design shown certainly looks toward the future!



Even at his executive desk, Michelotti cannot refrain from sketching an idea. The day-to-day business of the styling studio can be carried on by the staff, but Michelotti's influence is present in everything the studio turns out.



# A Psalm For My Car

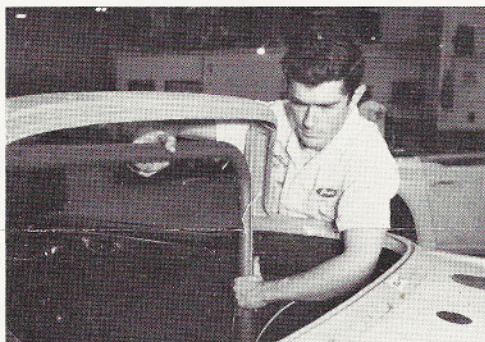
**I**T maketh me to lie down in damp places, it leadeth me up the garden path.  
 When it stoppeth it saggeth beneath.  
 It also leadeth me up trees, for it steereth not.  
 Yea, though it rolls down valleys, it has to be pushed up hills.  
 The tow truck and Policeman they comfort me.  
 It maketh me a laughing stock in the presence of mine enemies.  
 It anointeth my head with oil, my radiator boileth over.  
 Surely the darn thing will carry me all the days of my life, for my  
 payments shall continue forever.

From "The Tractor" TSOA, Australia

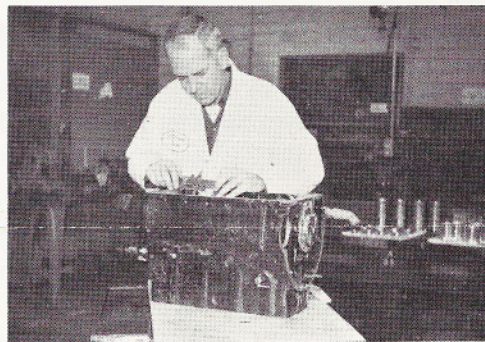
## HOBART SCHMEERGREASE PREPARES FOR SEBRING

We are privileged to publish these exclusive photographs from the top-secret, hidden competition preparation shop of Hobart Schmeergrease, ace sports car mechanic. In the underground sanctum sanctorum, the location of which is known only to a few members of the lubriplate mob, the Triumph 1966 Sebring entries are being prepared by Schmeergrease's best operatives, Jim Coan and Bob Avery.

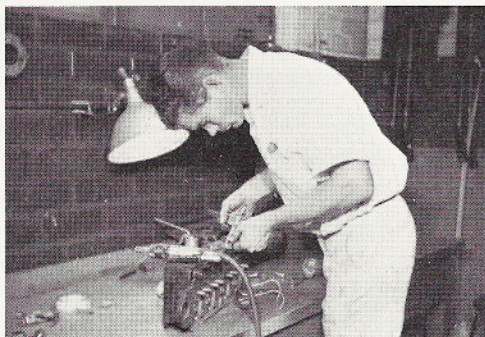
As you can see by looking at page 1, Mr. Schmeergrease is a dead ringer for R. W. Kastner which often causes confusion in racing circles.



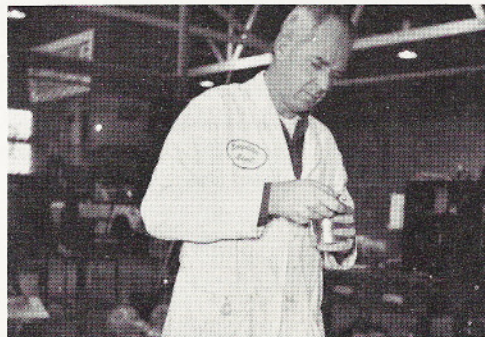
*Jim Coan fits the roll bar to one car.  
 All four are hard-tops.*



*H. Schmeergrease fiddling with a block.  
 (In the key of C minor)*



*Bob Avery porting the cylinder head.  
 Many hours work here.*



*Schmeering a piston to the last point of  
 perfection and polish.*



## RESULTS OF 1965 RACING SEASON

### TEAM TRIUMPH SPITFIRE MK II

#### DRIVER RAYMOND GRAY Toronto

MAY 15th	<b>OAK CUP RACES</b>	MOSPORT PARK
	RACE 1 3rd in class 7/8 combined	
	5th overall	
	RACE 2 2nd in class 7/8 combined	
	5th overall	
MAY 30th	<b>PEPSI-COLA TROPHY RACES</b>	ST. JOVITE
	2nd in class 7/8 combined 6th overall	
JUNE 5th	<b>PLAYERS 200</b>	MOSPORT PARK
	Production Sports Car Race - 1st in class 7/8 combined	
JUNE 19th	<b>SPRING TROPHY RACES</b>	MOSPORT PARK
	3rd in class 7/8 combined - 7th overall	
	FEATURE RACE: 22 cars running. 2nd in class 7/8 combined - 14th overall	
JULY 4th	<b>LABATTS 50 RACE</b>	ST. JOVITE
	2nd in class 7/8 combined - 7th overall	
	1st in class 7/8 combined - 10th overall	
AUG 13th	<b>HAREWOOD NATIONAL</b>	HAREWOOD ACRES
	1st in class 7/8 combined - 6th overall	
AUG 21st	<b>SUNDOWN GRAND PRIX</b>	MOSPORT PARK
	4th annual 6 hour GRAND PRIX of endurance	
	1st in class 7/8 combined - 5th overall	
SEPT 4th	<b>INDIAN SUMMER TROPHY RACES</b>	MOSPORT PARK
	1st in class 7/8 combined - 2nd overall	
	FEATURE RACE 1st in class 7/8 combined	
SEPT 25th	<b>CANADIAN GRAND PRIX</b>	MOSPORT PARK
	Production Sports Car Race - 1st in class 7/8 combined	
OCT 9-10-11	<b>MOSPORT SPEED WEEKEND</b>	MOSPORT PARK
	1st in class 7/8 combined - 3rd overall	
	2nd RACE 1st in class 7/8 combined	
	3rd RACE 1st in class 7/8 combined - 3rd overall	
	HILL CLIMB 1st in class 7/8 combined	
	FASTEST LAP MOSPORT . . . 1:49	
	FASTEST LAP HAREWOOD . . . 1:22.4	
	TOTAL FIRSTS . . . . . 11	
	TOTAL SECONDS . . . . . 4	
	TOTAL THIRDS . . . . . 2	

## MEANWHILE — NORTH OF THE BORDER

Every once in a while, we are forcibly reminded that there is an increasing amount of racing activity going on in Canada. They have classes for "production" cars there that must be seen to be believed and their lap times are spectacular.

Spitfires and TR-4's are raced regularly to good results... witness the fact that Craig Hill from London, Ontario, is on the '66 Sebring team. However, just to make sure the Canadian Spitfire contingent is not overlooked, may we present the racing record of Raymond Gray from Toronto. That's a season anyone could be proud of!

## COMPETITION DRIVERS, ATTENTION!

Any TSOA member who is a serious rallyist or racing driver in SCCA National events should be on the Standard-Triumph Competition Driver list. Although most information about the Triumph Competition Support Program is published in the Newsletter, being on the drivers' list will help you get new information faster.

The 1966 Support Program is now under way. It covers all SCCA National races and rallies with appropriate expense payments to qualified drivers. For the latest Competition Bulletin, write to:

**Standard-Triumph Competition Dept.**  
**575 Madison Avenue**  
**New York, N. Y. 10022**

Standard-Triumph is particularly interested in suggestions from members about improving the Support Program with reference to races or rallies. Let's keep those cards and letters coming, folks!



## TRIUMPH 2000 MAKES HOT RALLY CAR

As a family sedan, the "2000" can be as sedate as any limousine but when driven with some verve... well, even in stock condition it can show its heels to the competition. Taking on all comers in the 1965 RAC Rally, Roy Fidler brought the "2000" in 1st in Class and 5th overall. Car #6, above, is representative of those which will run in European events during 1966.

## CLASSIFIED

**FOR SALE:** 1962 TR-4, red/blk, 40,000 miles, excellent condition. For street or drivers school. Derrington wheel, roll bar, tonneau made to fit over roll bar, Cinturatos, Konis, competition clutch, anti-sway bar, competition brakes, Abarth exhaust, locking gas cap, belts, mirrors, Marchal headlights, top like new. Must be seen. Best offer to Richard Hutnick, 212 - RA 8-6117, New York.

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