



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

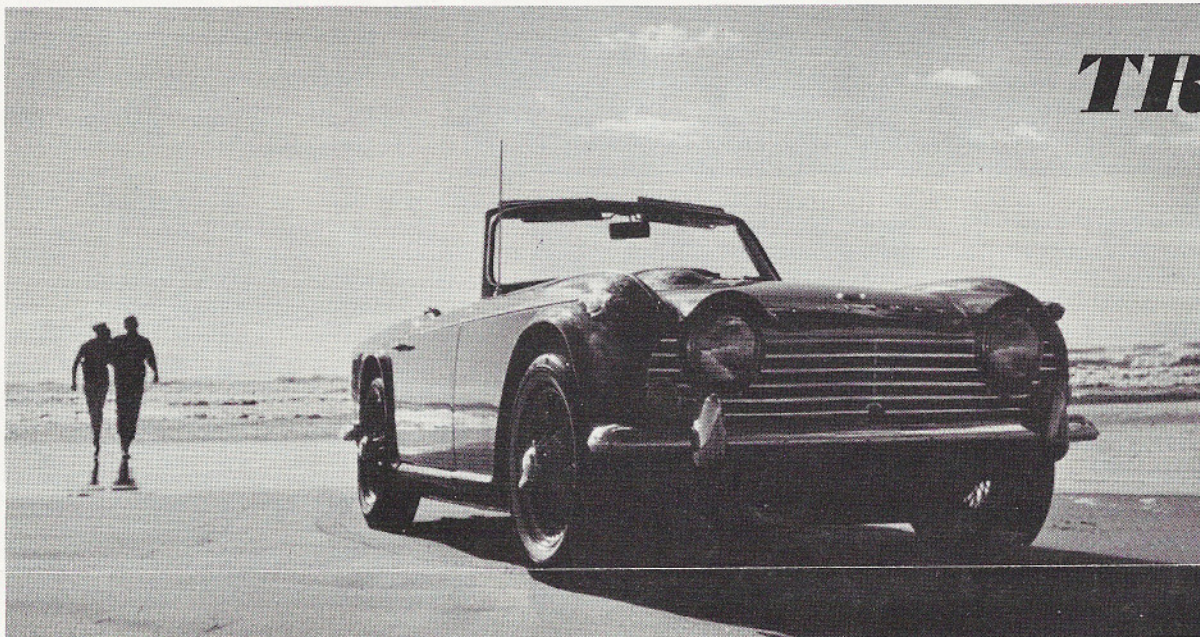
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MARCH, 1965

## *Woweeee . . . .*



### ***TR-4A !***

## ***SPITFIRE MK 2!***





# Improvements to the two best-selling Sports

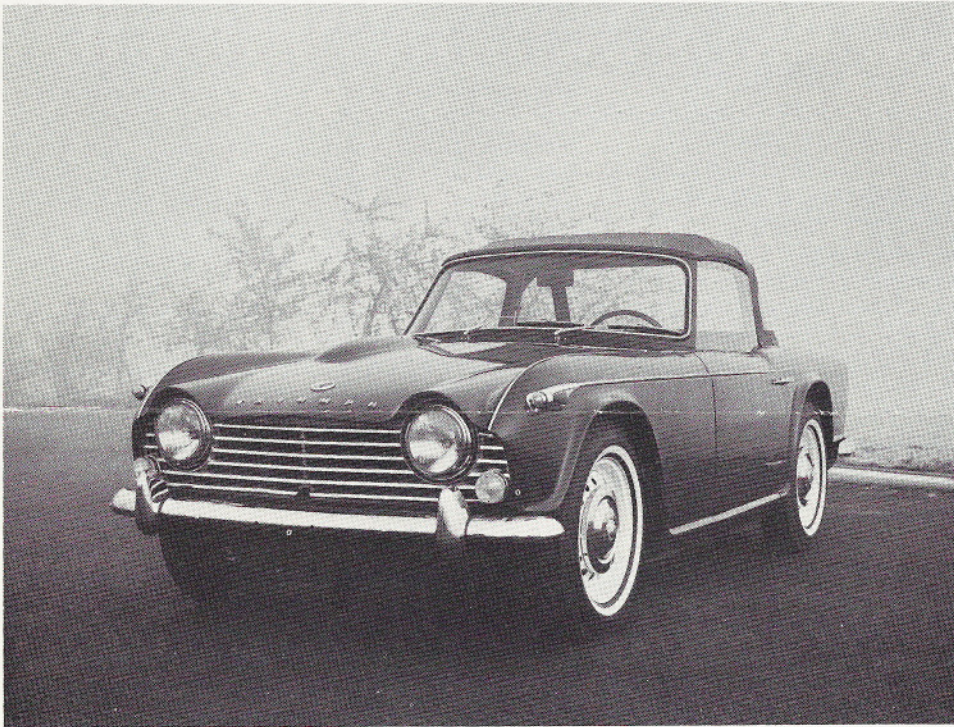
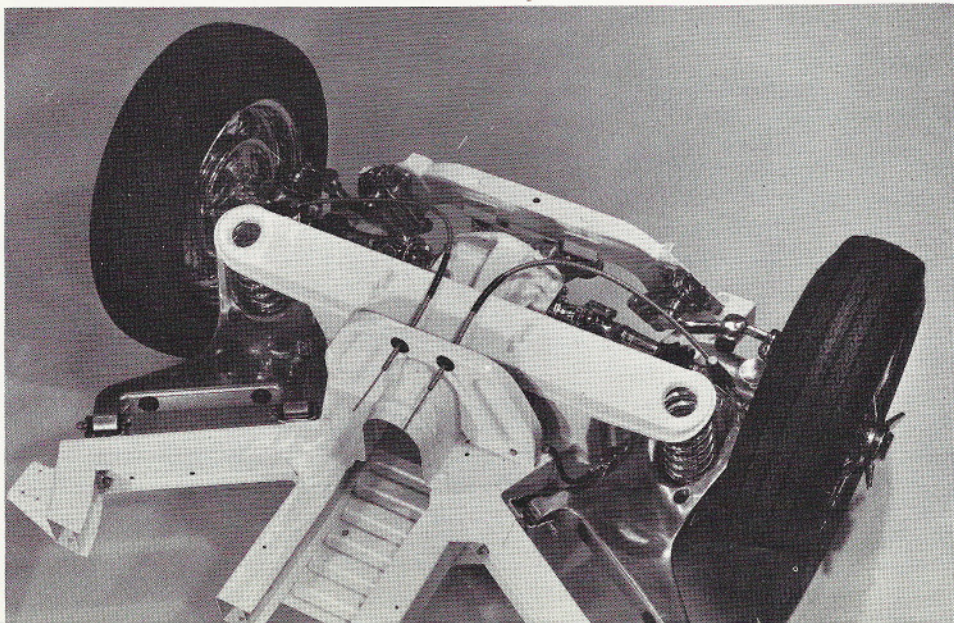
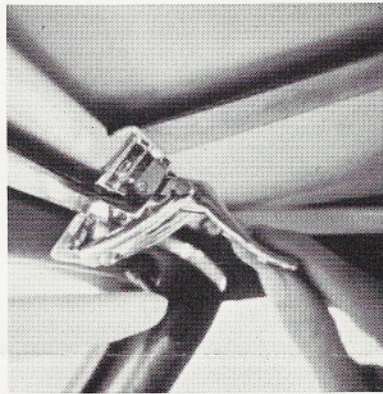


Photo on the left shows the new grille treatment on the TR-4A—latest model in the TR range — which gives a cleaner, more horizontal appearance to the front end. Also clearly visible are the re-positioned flashers — now mounted on the front fenders and easily seen both from the front and side of the car. The new top is up in this shot . . .

And the new convertible top on the TR-4A is really good news. Our attractive model is demonstrating the easy-up, easy-down feature of the new top, which when in the lowered position is neatly hidden by a hood-stick cover. Fool-proof, rain-proof, draught-proof . . . the new top is undoubtedly a great improvement.



But the most dramatic innovation is the incorporation of independent rear suspension on the TR-4A . . . albeit as an optional extra at an additional cost of \$150.00 over the TR-4A's P.O.E. prices. These by the way are: East Coast, Gulf Ports and Great Lakes — \$2899.00; West Coast — \$2949.00. The difference in the ride and handling with the optional IRS must be experienced to be appreciated — and in our opinion for one-hundred-and-fifty-bucks, it's a steal. Photo on the left is a factory shot of the unit.

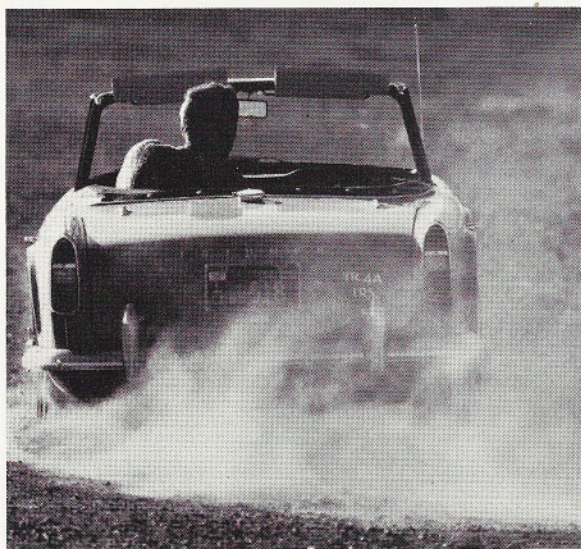
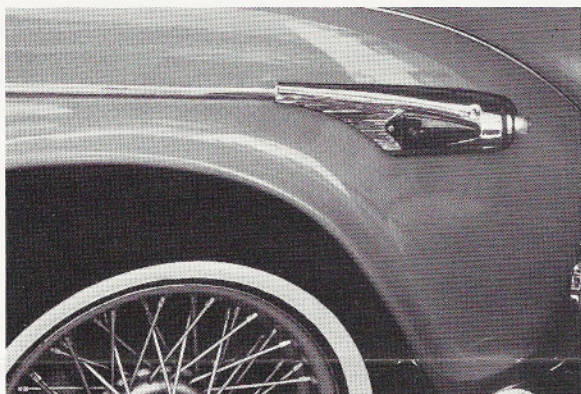


# ts Cars in America

Our bikini-clad and very lovely model on the right is definitely competing for attention with the all-new bucket seats fitted to the TR-4A. Completely re-designed with contoured cushion and back-rest, the new seats are covered in genuine English leather. (Please . . . willya look at the seats!) Not visible in the photo is the new deep-pile carpeting — wall-to-wall: the redesigned center console in molded and padded vinyl, which encloses the gearshift base and new center switch panel. The hand-brake is now positioned between the bucket seats.

Below is a close-up of the new flasher unit . . . and below that is a young man putting the TR-4A with optional IRS through its paces. We're gonna say it again . . . the difference in ride and handling has to be experienced to be appreciated.

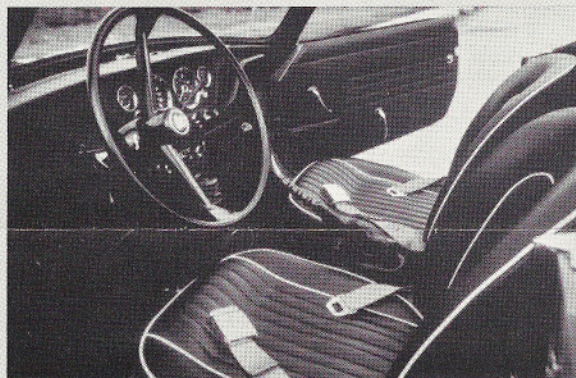
Now . . . the photo at lower right has absolutely nothing to do with the improvements incorporated in the new TR-4A. But if you're gonna complain about our including her photo . . . and maybe we should've used a shot of the re-designed exhaust system on the '4A . . . well, your arguments are falling on deaf ears. That's what happens when you have an autonomous editor!





# ***SPITFIRE***

## ***MK 2***



Just as beautiful and still undoubtedly the finest sports car value in its Class — this is the SPITFIRE MK-2. Improvements include a horizontally-styled grille of rust-proof extruded aluminum, which is clearly visible in the photos. BHP has been increased to 67 at 6000 rpm. But the biggest news is in the driving comfort department. The SPITFIRE MK-2 boasts newly-designed bucket seats with contoured cushion and back-rest, covered in a remarkable two-way stretch leather-grain vinyl. The interior appearance has been greatly improved with the fitting of deep-pile carpeting. The thrill of driving the SPITFIRE remains the same — exemplified in our model's happy face.



# SPECIFICATION CHANGES

## SPITFIRE MK 2

- ENGINE:** New one-piece air cleaner assembly: water heated inlet manifold: fabricated four-branch exhaust manifold. BHP — 67 at 6000 rpm. Torque — 67 lbs.ft. at 3750 rpm. New camshaft, water pump housing, distributor, flywheel.
- TRANSMISSION:** New clutch — diaphragm type 6½" diameter.
- EXTERIOR:** Newly-designed extruded aluminum grille — rust, salt and weather-proof. Tonneau front fasteners improved. WIRE WHEELS AVAILABLE AS OPTIONAL EXTRA.
- INTERIOR:** Newly-designed seats with contoured cushion and backrest covered in "Ambla" two-way stretch leather-grain vinyl. Padded passenger grab handle. New deep pile carpeting. Black vinyl covering to top of doors, main section of dash.

## TR-4A

- ENGINE:** New one-piece air cleaner assembly with replaceable paper elements: new four-branch exhaust manifold plus entirely new muffler system: new camshaft and valve springs. No loss cooling system: positive crankcase ventilation (anti-smog).
- TRANSMISSION:** New clutch — diaphragm type 8½" diameter.
- SUSPENSION:**  
(front) Revised geometry giving higher roll center.  
(rear) OPTIONAL Independent Rear Suspension — semi-trailing arm type with coil springs controlled by telescopic shocks.
- EXTERIOR:** Stainless steel molding on doors and front fenders leading into parking lights incorporating turn signals, mounted on side of front fender. Newly-designed extruded aluminum grille — rust, salt and weather-proof. New hood medallion with "world" motif. Front wrap-around bumper raised slightly and incorporating new overriders. New fold-flat convertible-type top complete with cover.
- INTERIOR:** Newly-designed bucket seats with contoured cushion and backrest covered in genuine English leather. New deep-pile carpeting — wall-to-wall. New black padded section to top of doors. Center console redesigned in molded and padded vinyl, enclosing gearshift base and new center switch panel.
- CONTROLS:** New handbrake repositioned between bucket seats. Master light switch located on steering column incorporating headlight flasher. Two-speed windshield wipers.



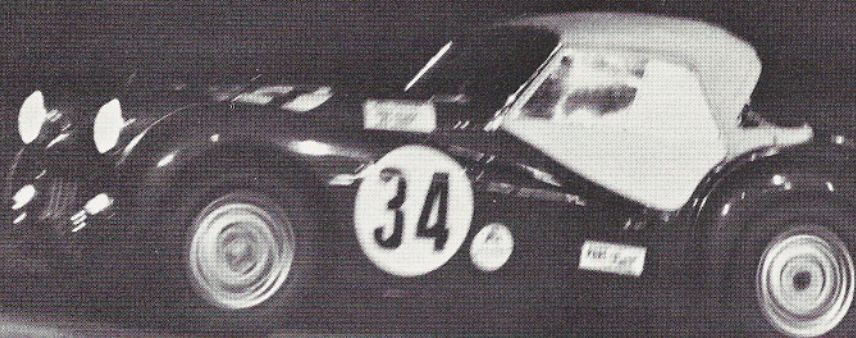


Photo — Daytona International Speedway

## REPEAT PERFORMANCE

### And What A Performance!

Well, they did it again for the second year in a row. Two enthusiastic Triumph drivers from Florida — Dana Kelder and Ara Dube — brought their 1957 TR-3 into a remarkable 12th overall and 1st in Class GT 11 in this year's 2000-kilometer Daytona Continental.

In the 1964 event, Kelder and Dube won their Class, finishing 15th overall, after having driven for about 5½ hours with only top gear operative.

And as in '64, the TR-3 was expertly prepared for this gruelling event — the longest road race in the United States — by Bill Cannon, owner of Cannon's Auto Service in Daytona Beach, Florida.

Kelder and Dube completed 251 laps — about 955 miles — in approximately 12 hours 28 minutes. Their average speed exceeded 75 mph which included pit stops. Fastest lap — 2 minutes 49 seconds — in excess of 80 mph.

## CLASSIFIED

**FOR SALE:** TR-4 — a top notch car, never finished worse than 2nd, never DNF'd and finished 2nd in Northeast Division in '64. Over \$1,200 in competition equipment, plus hundreds of man-hours preparation and numerous spares. \$2,450 takes all. Custom-built tilt-bed trailer also available. Write or call for details. Contact: Bruce Dana Kellner, 5316 So. Dorchester, Chicago, Illinois 60615. Phone: (312) 324-8223.

**FOR SALE:** Tonneau cover for TR-3A, black, like new — \$15.00. Contact: Howard Williams, 75 Shepard Ave., Newark, New Jersey 07112.

**FOR SALE:** 1960 TR-3, beautiful primrose yellow, low mileage, excellent condition — \$1,095. (Have purchased new TR-4) Contact: E. T. McCaffrey, 420 S. Spruce, Greenville, Illinois. Phone: (618) 664-1400.

**FOR SALE:** One Curta Calculator (large) complete, in perfect condition — \$100.00. Also, a Capt. Tommy Calculator and other rally gear. Contact: Chas. Yuster, 60 Woodland Ave., Staten Island 8, New York. Phone: YU 4-6457.

**FOR SALE:** 1961 TR-3A Refinished, bumper to bumper. Complete with all accessories — \$1,500. Contact: Garnet E. Humelsine, 181 Guilford Dr., Chambersburg, Penna. Phone: 264-6060.

**FOR SALE:** One boot cover and one factory hardtop for TR-3A — \$35.00 F.O.B., Blacksburg. Contact: Dr. W. L. Hunter, 113 Highland Ave., Blacksburg, Virginia 24060.

**FOR SALE:** TR-3 Race car. Completely loaded with options. Right hand drive, overdrive, transistor ign., positraction rear end, 4.3 gear 4.5 available new engine overhaul, new paint, new Goodyear racing tires, more options and extras. See this car before setting up a TR for racing. You can't begin to set one up for this price. Will consider trade for TR-4. Contact: Hal Lawrence, 7207 Greenspan, Dallas, Texas. Phone: CA 4-1705.

According to a report received by Triumph's Competition Department from Kelder:

"The motor has the same block, liners, pistons, crank and stock street camshaft that we set up with in June of 1961 to go SCCA racing."

"The transmission is the same 1957 unit that we have used all along, save bearings and constant mesh gear. The rear end is the same original unit but bearings have been changed."

The seven-year-old TR-3 in the capable hands of Kelder and Dube — and benefitting from Bill Cannon's thorough preparation — finished ahead of such exotic machinery as a Sunbeam Tiger, which finished on the same lap as the TR-3, two Lotus Elans, three Porsches and a couple of Alfa Romeos.

In fact the only cars to finish ahead of the TR-3 were the Ford Prototypes, Cobras, Porsches, and a lone Ferrari. A total of 22 cars retired for a variety of reasons.

Our warmest congratulations to two skillfull, determined and resolute drivers: to Bill Cannon for his patient 'putting-together' . . . and a benign pat on the hood to the seven-year-old TR-3. She's earned it. . . .

## 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
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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.