



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

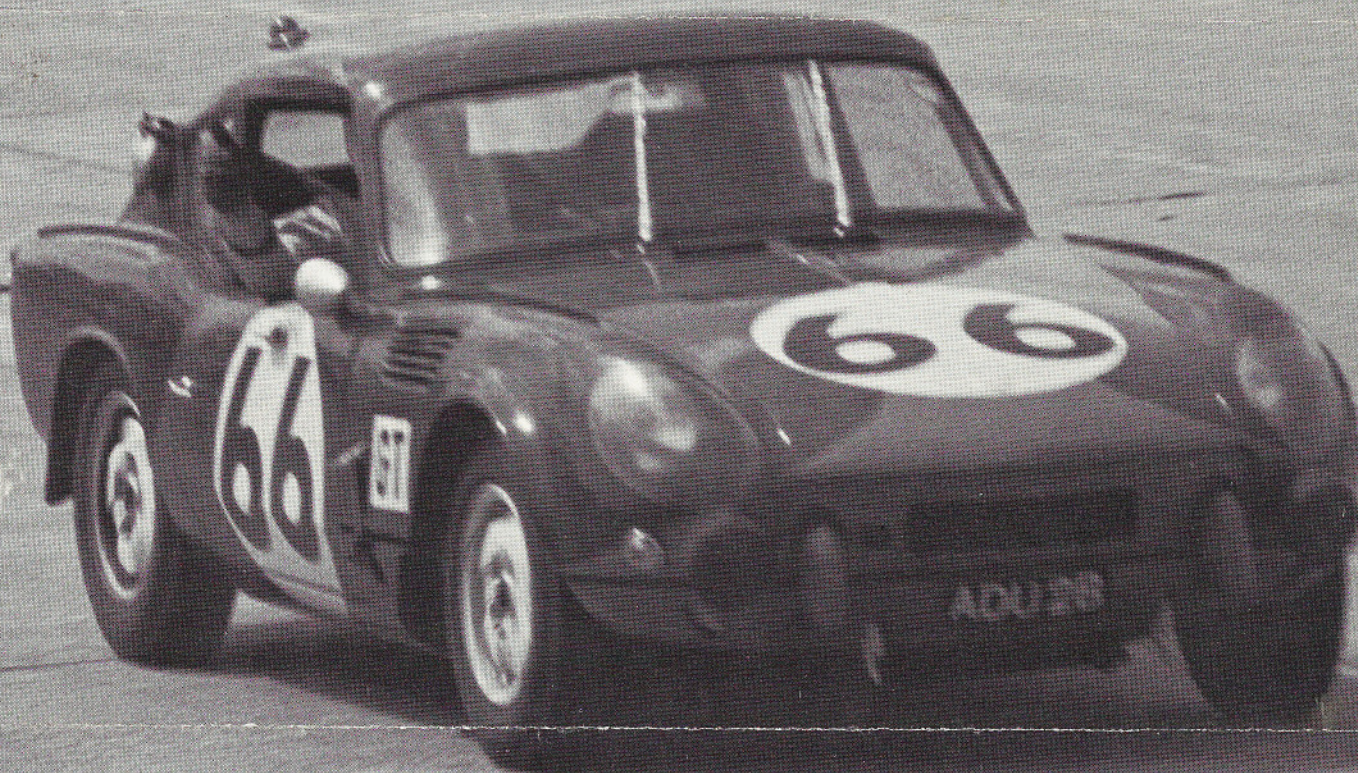
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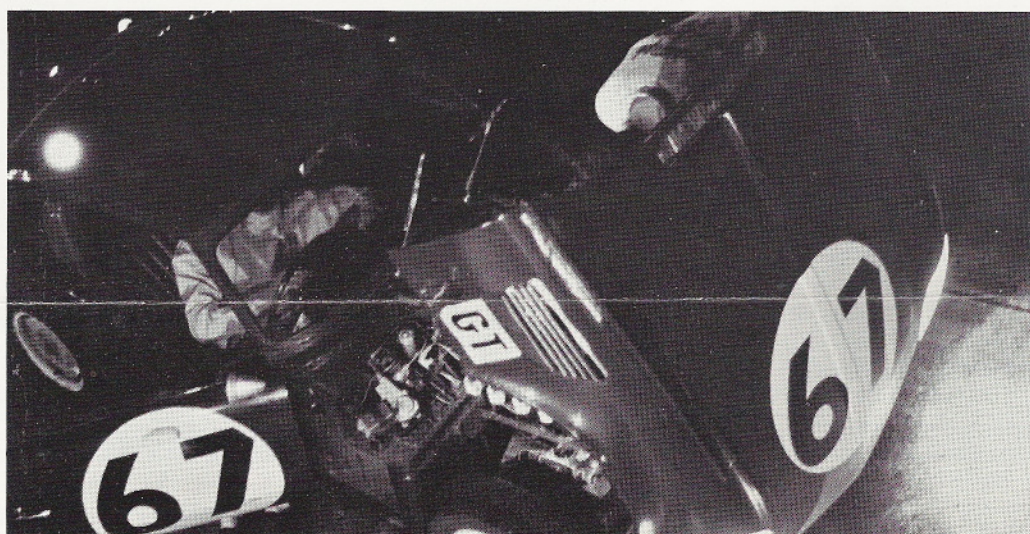
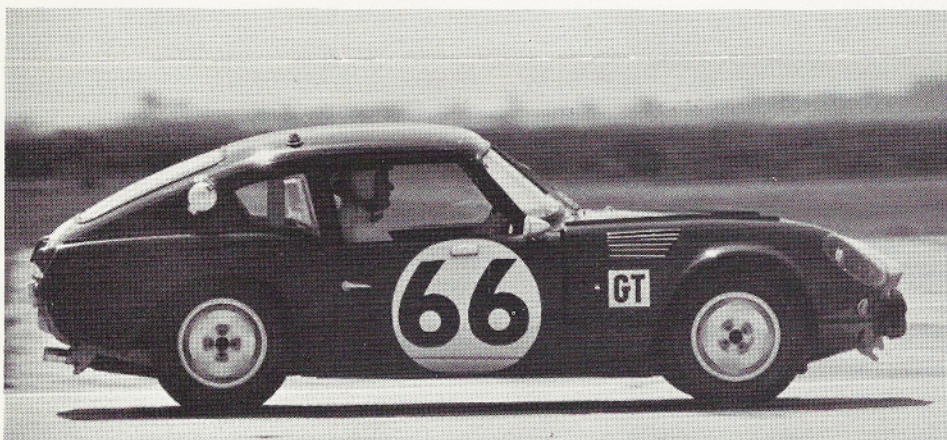
APRIL, 1965



The Bob Tullius/Charlie Gates GT SPITFIRE #66 roars up the pit straight during the early stages of the 12-Hour Grand Prix of Endurance at Sebring . . . and what a Sebring this was! What with a track temperature that got up to about 130 degrees during the afternoon; and a torrential, tropical rainstorm that occurred just after dusk; and the Jim Hall/Hap Sharp automatic-transmissioned Chaparral leading the entire field from the 9th lap onwards to win handsomely by some 4 laps over the Ford GT prototype . . . it was quite a Sebring! Along with a few others, the Triumph Team had their share of bad luck . . . during the first half-hour, the GT SPITFIRE #65 rolled on turn one with Peter Bolton at the wheel. Peter was okay, but the car was a wreck. The two remaining cars — #67 driven by Barker/Fuerhelm/Rothschild, and the Tullius/Gates car #66, knocked lap after lap off with incredible regularity, under team-manager Kastner's instructions, at around the 4-minute mark. When the downpour came as daylight was rapidly fading, within minutes there was 4-5 inches of water on the pit straight . . . and it was just so darned amusing to see the GT SPITFIRES 'hydro-planing' past Ferraris, Ford GT's, Cobras . . . and the Chaparral. At the end of the 12 hours, in their very first outing at Sebring, the GT SPITFIRES had taken 2nd and 3rd in Class — 29th and 30th overall. This year there was 69 starters, but only 40 cars were running at the end. Car #67 was the first GT SPITFIRE to finish, with Duane Fuerhelm at the wheel . . . and when it was all added up, this car had completed 163 laps in the 12-hour period. In 1963, the first of the three-car team of TR-4 Hardtops to finish completed a total of 172 laps in twelve hours . . . and with a one-lap distance of 5.2 miles, despite the tropical rainstorm, the GT SPITFIRE went just 46.8 miles less than the TR-4 . . . which is not one-heck-of-a-lot in half-a-day! The cars ran beautifully — in the heat, and in the rain: the standard of driving of the Triumph team was of the highest order: Kastner was like Kastner — which means he did a great job as team manager: Ray Henderson and his crew of mechanics from the factory in England were just fantastic . . . tireless and enthusiastic . . . and skilled, man! So much effort goes into a project of this nature . . . and there are always unsung heroes. Without people like this, Triumph at Sebring '65 would not have happened . . . in fact, Sebring '65 would not have happened. Thank you, gentlemen!

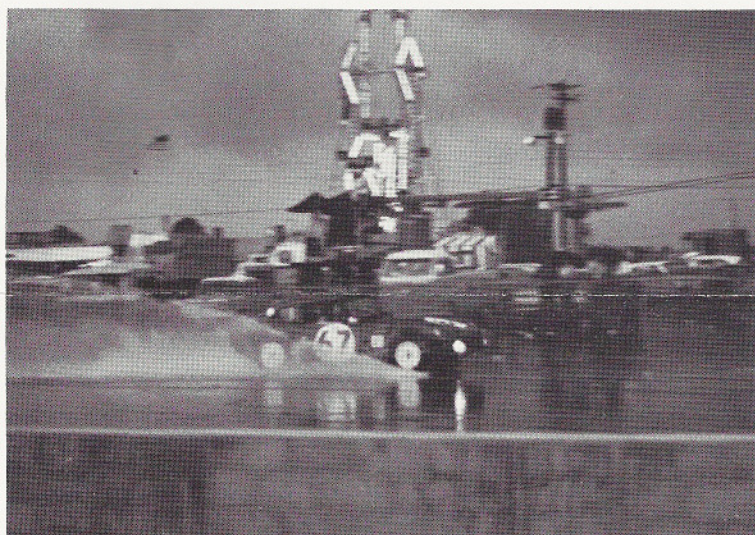
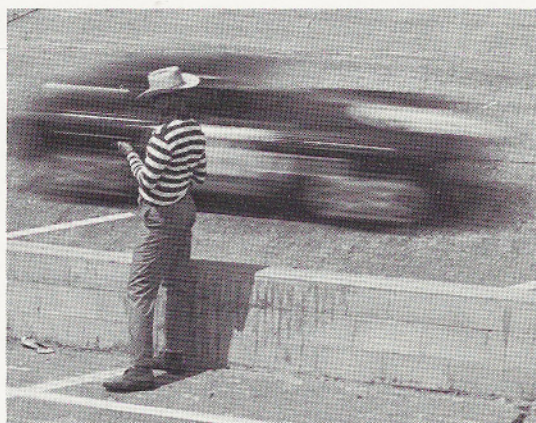
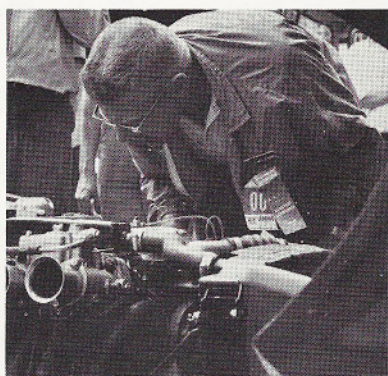


# Triumph At Sebring Poi



Reading from left to right across both pages: Getting ready for scrutineering — that's Ray Henderson from the factory on the right, and giving a hand is Bob Avery, Kastner's assistant in 'matters' competition'. . . the three-car team lines up for scrutineering . . . out comes the homologation form to be checked by Elmer Jenkins, Assistant Scrutineer . . . Ray Henderson is on the left, then Bob Avery and in the 'sunspecs' R. W. Kastner, Triumph's Competitions Manager in the U.S. . . . the Assistant Scrutineer takes a closer and more critical look . . . the cars must clear a wooden block 10 centimeters high: the GT SPITFIRES cleared this with ease . . . here's Bob Tullius at speed down the back straight . . . as indicated in the last issue of the NEWSLETTER, a TR-4 was entered by Barry Martin from Montreal, Canada . . . here's a close-up of Barry during a pit stop





... then a long shot, and you can see Barry was anxious to resume the battle ... he won his Class despite some problems ... that's GT SPITFIRE #67 flashing by 'Kas' on the pit straight while he checks the lap time ... and here 'Kas' uses the pit board he constructed to give a signal to #66 ... pit stop, and the mechanics from England swing into action — a great crew ... an evening pit stop just before the rains came ... and this shot gives you some idea of what happened to the track when the rain did come — 4-5 inches on the pit straight in a matter of minutes ... and finally the trophies captured by the team for 2nd and 3rd in combined Classes GT 7/8 and 2nd and 3rd in GT Division 1.





Our thanks to Bette and Wally Beishlines from Michigan City, Indiana, for sending along this photo of themselves with a covering letter:

"Just back home after 38 days and 8,500 miles, covering 15 States and parts of Mexico.

We avoided superhighways using little traveled roads thru the mountains and desert country. Our TR-4 purred like a kitten all the way and we had a great time celebrating our 25th Wedding Anniversary, the purpose of this trip. The photograph of Bette and I . . . was taken by our daughter, Kaaran. We enjoy our Newsletter very much and thought we would pass the scoop on to you."

Warmest congratulations to both of you on your Silver Wedding Anniversary — may you enjoy many, many more in an equally adventurous manner!

**STOP PRESS:** Results of the Contra Costa Grand Prix, Pittsburg, Northern California — 1st in D Production, Steve Froines TR-4: 1st in F Production, Bart Martin TR-3: 1st in G Production, Steve Froines, SPITFIRE. Pix and complete details of this complete sweep for Triumph next issue NEWSLETTER.

## Triumph Owners Club

We were very pleased to receive a letter from Jack Baldwin, Vice President of the Triumph Owners Club in Los Angeles, California:

"The Triumph Owners Club, a Los Angeles area organization, is presenting a fun, gimmick-type rally — "TEES PLEASE" — on Saturday, June 12. The rally starts at Von's Market, Pass Avenue and Ventura Freeway, Burbank. First car out at 7:30 p.m. and the fee is three dollars. We would appreciate it if you would mention this in the TSOA NEWSLETTER. (Our pleasure Jack — we might mention here that nine times out of ten, we get to hear about our local Club events far too late for us to publish in the NEWSLETTER. It's up to you to let the editor know in good time.)

The Triumph Owners Club was organized in 1956 by a group of Los Angeles Triumph owners desiring to promote the sport and pastime of motoring in all its phases. We are currently concentrating on presenting gimmick rallies that are both interesting and fun — attributes that we feel many gimmick rallies lack.

The club holds meetings on the second Wednesday of each month. These are at the North Hollywood Park Fieldhouse, corner of Tujunga and Chandler, North Hollywood . . . and start at 8 p.m.

Any TSOA members desiring more information on the scheduled rally, or details on joining TROC of Los Angeles can write to Jack Baldwin at 310 De Neve Circle, Los Angeles 24.

## CLASSIFIED

**FOR SALE:** Hardtop for TR-3, black, like new — \$130.00 Contact: P. W. D. Jensen, 738½ N. Chestnut St., Ravenna, Ohio 44266. Phone: (216) 296-5013.

**FOR SALE:** 1963 TR-4 one owner. Michelin X tires, wire wheels, competition suspension, Abarth exhaust, tonneau, BRG/white top. Excellent condition, never raced — \$1,950. Contact: Joel Reitman, 1 Corsa street, Deer Park, L. I., N. Y. Phone: (516) MO 7-6255.

**FOR SALE:** Black tonneau cover TR-3B. Only used about one week — \$20.00. Contact: Joe Huff, 17223 Rolando Ave., Hayward, Calif. Phone: BR 6-2794.

**FOR SALE:** TR-3 1960. Overdrive, wire wheels, radio, heater, Michelin X tires, rear seat, tonneau cover, adjustable steering and safety belts — \$800.00. Contact: W. J. McDaniel, 2238 Spruce St., Trenton, N. J. 08638.

**FOR SALE:** TR-3 1960. Blue with black interior, radio, heater, tonneau cover, new tires. Extremely well cared for by one owner — excellent condition. Contact: Earl Knowles, 5049 Marchand Dr., Nashville, Tennessee. Phone: VE 2-4237.

**FOR SALE:** TR-3A 1959. Red, new paint, good bodywork and chrome. Mechanically perfect tonneau cover, radio, heater, luggage rack and many other extras — \$1,150. Contact: David R. Claydon, 4850 Curtis Ave., Dearborn, Michigan. Phone: 582-9272.

**FOR SALE:** TR-3 roll bar, may fit TR-4. SCCA approved, fits with top up. Painted royal blue. \$50.00. Contact: I. S. Framer, 1588 Union Ave., Hewlett, L. I., N. Y. Phone: (516) FR 4-5496.

**FOR SALE:** 1961 TR-3 British Racing Green, tonneau cover, boot, heater — \$1,300. Contact: Preston L. Hearn, 125 Wright St., North Babylon, L. I., N. Y. Phone: MI 3-9278.

**FOR SALE:** Parts for TR-2 & 3. White sidecurtains, Dzus fastner type — excellent — \$35.00. Factory lightweight aluminum windscreen frame — \$10.00. Allstate radio — \$10.00. Stromberg Carlson transistor radio — \$15.00. Blaupunkt AW & SW radio — \$25.00. Wiper motor — \$10.00. Heater — \$5.00. Block, crank, head, rods, pistons — \$30.00. Renault 4CV heater — \$5.00. Contact: Karl Svensson, 4201 Delamar Ave., N.E., Albuquerque, New Mexico 87110.

## 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 ..... | \$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.