



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

NEW YORK, N. Y. 10017

VOLUME 11, NO. 6

Editor: Alan W. Holmes

JUNE, 1965

## National Championship Races

(Results that speak for themselves)



### Cumberland — May 15

#### D Production

1st	Bob Tullius	TR-4
2nd	Dick Stockton	TR-4

#### F Production

1st	Brian Fuerstenau	TR-3
2nd	Donna Mae Mims	TR-3

#### G Production

1st	Dick Gilmartin	SPITFIRE
2nd	Dick Staples	SPITFIRE

### Green Valley — June 6

#### D Production

1st	Vick Campbell	TR-4
2nd	Eddie Kimmel	TR-4

#### F Production

1st	Bill Bagby	TR-3
2nd	Jack Jewell	TR-3

#### G Production

1st	Don Davenport	SPITFIRE
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### Stockton — June 13

#### D Production

1st	Steve Froines	TR-4
2nd	Neil Lynch	TR-4

#### F Production

1st	Lee Midgley	TR-3
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#### G Production

1st	Steve Froines	SPITFIRE
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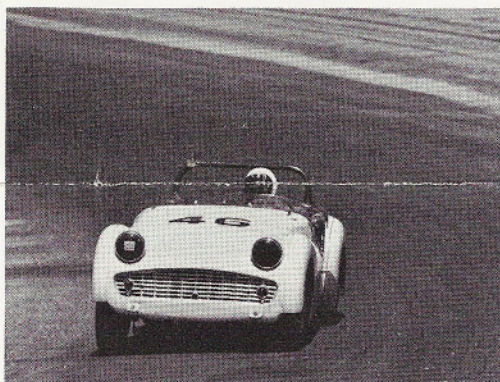
### Vineland — June 13

#### D Production

1st	Bob Tullius	TR-4
2nd	Dick Stockton	TR-4

#### F Production

1st	Brian Fuerstenau	TR-3
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Steve Froines in SPITFIRE #68

Brian Fuerstenau in his TR-3

Bob Tullius in his TR-4

Dick Gilmartin in his SPITFIRE

Dick Stockton in his TR-4





# AROUND THE CLUBS



As an event for October 2-3 the TYEE TRIUMPH CLUB out of Seattle, Washington, is conducting an Alpine-type Rally on the Olympic peninsula of Western Washington. This will be the club's main event for the year, even though this most active club organizes one event per month. In the picture on the left, members of the Alpine Rally Committee seated are: Bob Harbison, Al Richards — Activities Director, Jay Sandberg — Director of Purchasing, Jerry Johnson — President, Dave Barstad and Sandy Barstad, Dick Swanson and Bob Brittingham. Standing left to right are: Betty Harbison and Gerry Brittingham. TSOA members wishing further details should write to: Gerry Brittingham, 10704 35th S.W., Seattle, Washington. (CH 4-9788).

Recently the TYEE TRIUMPH CLUB and the POINT GREY TEABAGGERS from Vancouver, British Columbia, got together with the Tye Club sponsoring a photo tour. This was the first International Event for both clubs, and many new and hopefully lasting friendships were made between fellow Triumph owners.



Ed Leslie on the right graduated from D Production to the 'big machinery' some time ago but still retains a great interest in Triumph through his dealership.

TSOA is indebted to Leslie Motors, Triumph Dealers in Monterey, California, for this great photo. Why great? Well . . . the lady is Dorothy ('Dottie') Noble . . . She's 60 years old, and has just taken delivery of a brand-spanking new TR-4A . . . with IRS and all! She bought the car from Leslie Motors within hours of the TR-4A's presentation to Northern California Triumph Dealers. 'Dottie' is known and loved by thousands of sports car and racing people in Northern California, according to Ed Leslie. She set up the original SCCA communications system, and she and her crew have developed the San Francisco Region's SCCA Race Communications into a fine art. 'Dottie' was one of the first woman drivers, her last event being in 1957 — Ed Leslie's and Red Geesaman's very first event. That's Red on the left with Ed next to him.

In 1962, 'Dottie' bought one of the first TR-4's to get the roll up window protection for her Mother . . . who is now 90 years old, and who accompanied her on many rallies, tours and the like.

'Dottie' still works full time, attends every race and sports car event, and stages many rallies for Bay Area contestants. As Ed Leslie stated in his letter (for which we thank him) . . . "Dottie" Noble is truly young-in-heart, and is one of the Great Ones in the sport of motoring." We agree.

Orders from members for the Blue 'TRIUMPH' zipper jackets which we featured in the last issue of the NEWSLETTER are coming in thick and fast.

We advise anyone contemplating the purchase of one or more of these custom-tailored jackets — unobtainable elsewhere — to let TSOA have your check for \$9.50 just as soon as possible. Supplies are limited. We're also delighted that so many of you are writing and letting us know what other merchandise you'd possibly purchase — provided the price is right! We're investigating certain possibilities right now and will keep you informed.

We received the April issue of 'The Tractor' — Newsletter of the Triumph Sports Owners Association, Melbourne, Australia . . . and Editor John A. Paphazy sent his congratulations "on excellent Newsletter. Looking forward to next one." We'd like to thank John in print, and say . . . how about some of you TSOA members with a degree of skill with the pen, dropping John a line or two?

You may get your letter published in 'The Tractor'. Anyway, we think it would be a darn nice gesture. So how about it? Write to: John A. Paphazy, 33 Liston Street, Burwood, Melbourne, E. 13, Australia.

## Sports Car Ailments

Symptom	Disease	Probable Cure
Bent Pushrod	Excessus of the Revvus	\$ 2.00
Clutch Chatter	Poppus of the Clutchus	\$40.00
Top Speed Only 109	Lettuce Footus	\$50.00 + Court costs
Will Not Rev Over 6000	Bronchitis	\$75.00 to Port and Polish

from Triumph Tribune — DCTSOA



# SMOOOTH....MAN!

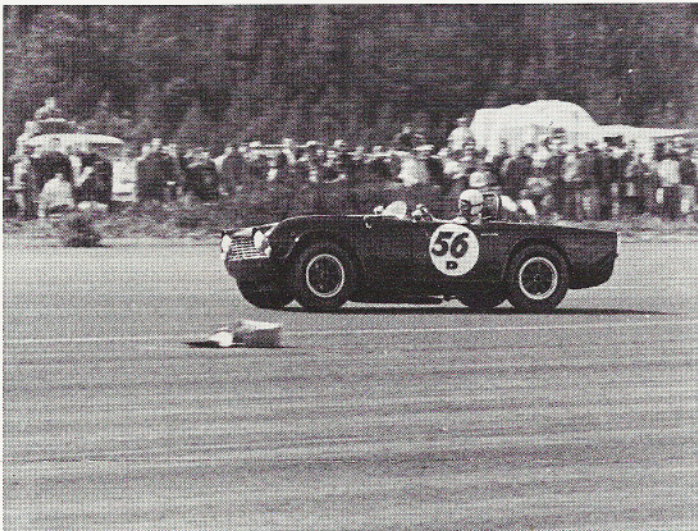
Driving a sports car requires the same technique as all other sports such as sail boating, skiing, sky diving, and even necking. It must be deliberate and smooth. How deliberate you are depends on the situation. We certainly do not drive to the Safeway with the same fierce motive that we possess in competition. Just tooling along on a summer night looking at the stars is far tamer than crashing towards the rest stop on a long rally after drinking too much coffee. So you see that the deliberation extended in operating a sports car is strictly up to the occasion. But what about smoothness.

Smoothness, as I see it, does not change, or should I say should not change. After all, I crash as many gears, and get as far out of shape as anyone. But when I do I am not *driving* my sports car, I am making a weak attempt at it, but that is all. The same smoothness should prevail whether we are driving to the movies or driving in an auto-cross. So what is this smoothness I am talking about, and what do I think we can all do to improve our driving smoothness? Right now, everyone of you is saying, "Who the H is this guy Smith, trying to tell me how to drive?" Well, I realize that each of us believes ourself to be the world's greatest driver. Actually, we should. It is a matter of pride. But I hope none of us is such an egotist that we can't see room for improvement. This is a matter of self-criticism. Shall I continue?

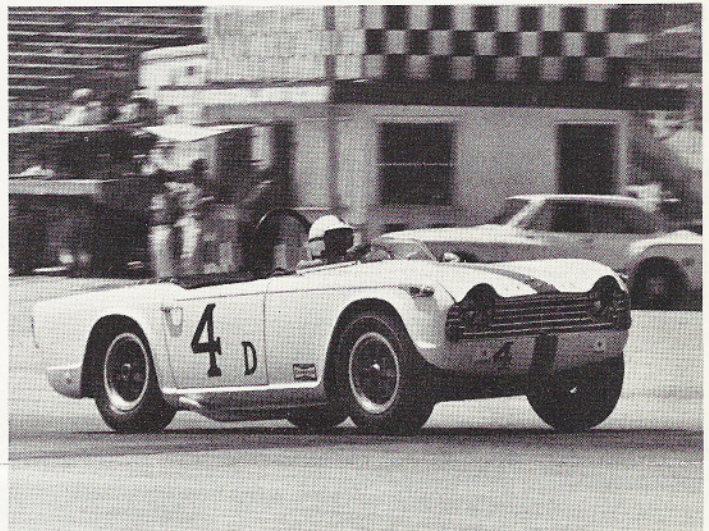
The key to smoothness, as I see it, is merely looking and thinking ahead. You might say Planned Driving. We all do this now, but usually to a weak degree. Most of us have either driven in or at least seen an autocross, so let's use one for example purposes. Smoothness is vital in an autocross. Look at the winners. They usually display an uncanny ability to *flow* their cars around the course making the whole thing seem like child's play.

Most of this display of skill is no more than their ability to plan and think ahead, so that they are in the right groove, right gear and right attitude of slide, if any, at all times. The rest of us, without any forethought in mind, merely go out and thrash around, going from one problem to the next, wondering where we are and how do we get through the next gate, the one directly in front of us. Consequently, we spend a lot of time, and rubber, keeping out of trouble or picking off pylons like so many flies on the kitchen table. Then we complain that the course is too tight, or poorly laid out. Next time, let's plan ahead and try a smooth, thoughtful run. This same plan ahead bit goes for highway driving. How many times have you had to hit the brakes or swerve suddenly due to, primarily, your own day dreaming? Don't cuss the guy ahead, it's his right-of-way. Isn't it nicer to take, or at least have in mind, smooth evasive action? How about cornering? I always feel uneasy when the cool cat I am riding with comes up to a corner, maybe just a sharp turn in the road, hits the brakes, turns and then finds out that his engine is lugging, downshifts, which, in itself, goofs the car's line, and finally, scrapes through to the end of the corner just to thrust ahead to the next, all the while trying to sing along with Roger Miller. Is that you? Isn't it smoother to evaluate the corner early and downshift before entering, so that you can slightly power through smoothly? Boy, now you are *driving* that sports car. Let's all start practicing now on our smoothness. All we have to do is a little more looking ahead, and a bit less squirreling. I think your enjoyment of pushing that bucket of sporty bolts around will be elevated when you find that you are now smoothly maneuvering the darn thing rather than merely mechanically and uneasily slopping the thing down the payment.

Our thanks to Art Smith who wrote this article that appeared in TRIUMPH TRIBUNE—DCTSOA Newsletter.



Well here are a couple of guys who are pretty smoooooth on the race track . . . and pretty successful to boot! This is one of the Northwest's top TR-4 drivers, Bill Pendleton on his way to a fine Class win at the Newport Loyalty Day Races at Newport, Oregon.



And here's veteran Triumph competitor Charles Gates in the Kastner-prepared TR-4A. The new car cannot run 'production' this year, so Charlie competes in D Modified. Charlie and 'Kas' are working together on this project so that by 1966 proven preparation information will be available for the car.

## How's Your Breather.....?

To avoid clogging of the closed circuit crankcase ventilation systems, when fitted, to all models, it is essential that the gauze within the 'Y' shaped flame trap assembly is serviced at least every 12,000 miles. Under some conditions, this service should be performed more frequently. It is possible for example, that due to winter conditions, the gauze may become obstructed in a very short period of time.

The necessary service is quite simple. Soak the assembly in any suitable solvent, such as used for cleaning of the carburetors. As the gauze 'Y' piece is so readily accessible, if any doubt as to its condition exists, inspect whenever possible by merely pulling the rubber pipe and checking the interior condition of the gauze.

A word of advice. Check out any excessive oil leakage from any part of the engine on the basis that the breather system has become temporarily inoperative. If necessary, a test with the system disconnected should be made.



# MAILBOX

We received a couple of interesting letters this week, both of which — quite naturally — are complimentary! We really appreciate your comments . . . and enjoy hearing from our membership. So drop us a line — even if you have a gripe . . . ! The first letter is from Benjamin J. Coplan, Jr., who lives in Washington, D. C.

Gentlemen:

Enclosed find my check for renewal of subscription to the *Standard-Triumph Review*. During the past three years I have read this publication and have found it most enjoyable. I sincerely hope that all of the members will take time to read this fascinating, well designed and printed magazine. Many of the articles are invaluable to studying modern European history. An excellent example is the coverage of trips taken by the members of S.T.A.A. They tell a great deal that history books can not.

I would like to also take this opportunity to congratulate you on the *NEWSLETTER*. I have enjoyed its informative, informal atmosphere. The racing coverage is superb, too.

Should you have an extra copy of the June, 1964 (vol. 10, no. 6) *NEWSLETTER*, I would appreciate your forwarding it to me. I am in the process of binding and would like to have a complete set.

With our compliments and best wishes Mr. Coplan.

In the same mail we were intrigued with a letter bearing a British postage stamp. The letter was from A. V. N. Priest, who lives in Hertfordshire, England:

Dear Sir:

I have been an interested member of the Association from 1962 and have always been delighted to receive the *NEWSLETTER*. Since coming to England last October I have only received one copy, namely the October '64 issue, and I very much miss receiving the regular issues of the *NEWSLETTER*.

Would it be possible for you to send me my copies to the above address direct. I would be most grateful.

Taken care of Mr. Priest — and good luck to you in the country of this editor's birth.

## CLASSIFIED

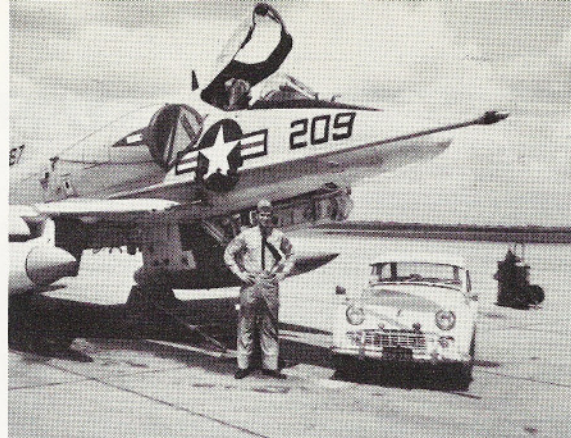
**WANTED:** White tonneau cover for TR-4. Must be in new or fine used condition. Will trade for Black TR-4 Tonneau cover. Contact: Ens. Richard M. Langworth, U.S. Coast Guard Base, Gloucester City, New Jersey. Phone: (609) 456-1370.

**WANTED:** Rear seat, black, for 1959 TR-3A with necessary hardware. Contact: Ralph Braunschweig, P.O. Box 514, Winchester, Virginia.

**WANTED:** Roll bar, set of racing tires, and factory manual for TR-3B. Contact: Norm Harris, 28807 Maple St., Roseville, Michigan.

**FOR SALE:** TR-3 Full Race, all suspension options, Hepolite 2.2, D-Cam, H/D push rods and springs, much modified head, oil cooler, competition pressure plate, electric pump, positraction, 4:3 & 3:7 rear ends, 10" rear Brakes, 8 wheels, new paint and 1 race on recent engine rebuild. Very fast and reliable. No DNF's and has missed a trophy twice in two years. 3rd FP in S.E. in '64 with limited season — \$1,300 cash with custom built trailer — consider trade on Spitfire or TR-4. Job transfer rules out racing and this car is too good to retire. Contact: Jerry McCumby, 3387 Cumberland Dr., Chamblee, Georgia. Phone: (404) 457-4583.

**FOR SALE:** TR-3 parts. Disassembling 1961 TR-3 which was driven less than 10,000 miles. Parts include: Rear end complete with axels, backing plates and brake drums; propeller shaft; rear springs; rear shock absorbers; steering gear box; complete front suspension; gasoline tank with sending unit; instruments; car frame; various body panels etc. All parts to be going cheap. If interested, Contact: L. E. Bennett, 1209 Woodbine Road, Rte. 1, Madison, Alabama. Phone: (Huntsville) 772-6286.



This photo (that's the one above) was sent to us by Lt. George W. Shattuck, USN, who is attached to the "World Famous Golden Dragons", at present on board the USS Bon Homme Richard deployed to Westpac. The 'plane is the Douglas Skyhawk . . . the car, a 1960 TR-3. All we can say is that particular car is moving in fast company!



We're indebted to a prominent British automotive journalist, whose legendary sense of humor obviously transgresses the mundane, for this photo.

## 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.