



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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Triumph At Le Mans



Thuner and Lampinen are literally mobbed after their fine Class win at Le Mans in the GT SPITFIRE. Looking at the photographer, Sir Donald G. Stokes on the left, Chairman of Standard-Triumph International, Ltd., and Managing Director of the Leyland Group looks mighty pleased with the result.

On the 19th of June, 51 cars lined up for the traditional and exciting start of this year's Le Mans 24-Hour Grand Prix of Endurance . . . including many of the world's most powerful and fastest cars.

After a long, grueling hours later, 14 cars crossed the finishing line . . . 14 out of 51 . . . of these were GT SPITFIRES.

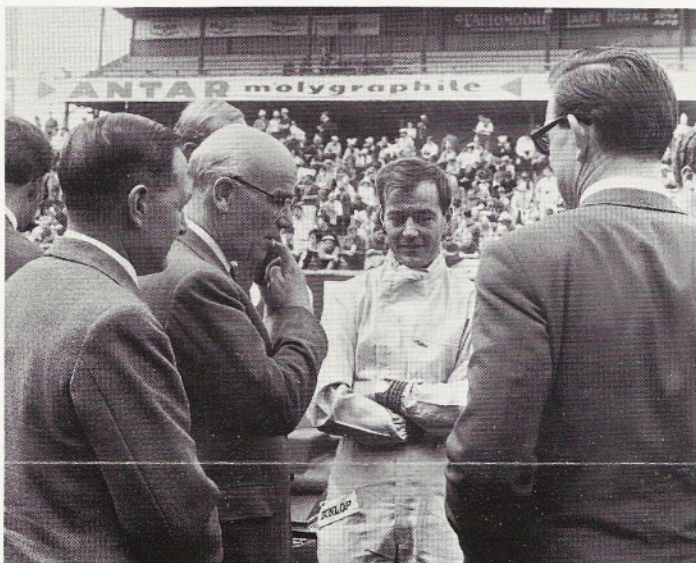
SPITFIRES had finished 1st and 2nd in their Class (combined Classes 7 and 8 — 1001 to 1500 cc) and 5th, 6th overall in the GT Category. Car number 60, driven by Jean-Jacques Thuner and Simo Lampinen, completed 273 laps of the 8.36-mile circuit at an average speed of 95.07 mph, covering a distance in the twenty-four hours of 2,282 miles. Claude Dubois and Jean-Francois Piot driving GT SPITFIRE number 54, averaged 91.24 mph in covering 2,190 miles. This was Thuner and Lampinen's first-ever drive at Le Mans — and we're sure the entire Triumph crew were delighted to see some of their baptism at the Le Mans circuit.

Their efforts in the rough, tough world of European competition are really paying off. Our congratulations to them!



Triumph At Le Mans Portfolio

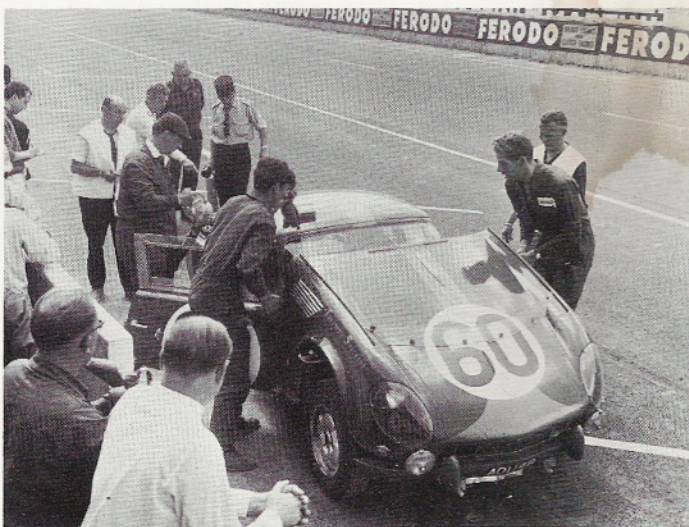
Before the start . . . W. H. Boardman, Director and Financial Accountant, Standard-Triumph International, Ltd., Sir Donald Stokes, Chairman and George Turnbull, Director and General Manager, chat with Jean-Jacques Thuner



Jean-Francois Piot brings GT SPITFIRE number 54 into the pits.

The Thuner/Lampinen GT SPITFIRE is brought into the pits for re-fueling and driver change.

The Triumph pit crew springs into action while Harry Webster in white shirt, Triumph's Engineering Director, looks on.





Here's a fine shot of a GT SPITFIRE in a somewhat different guise . . . factory-prepared for competition in International Rallies. Jean-Jacques Thuner is at the wheel, and the photo was taken during the International Geneva Rally — a 1,124-mile event run mainly over tricky mountain roads. GT SPITFIRES entered by the factory finished 1st and 2nd in Class, 2nd and 6th in the GT Category and 5th and 11th overall — John Gretener teamed with Thuner in the first place SPITFIRE, while Simo Lampinen and Jyrki Ahava teamed together in the second place car. A total of 31 cars finished the event — 81 started! With his first in Class in this event plus the first in Class at Le Mans, Jean-Jacques Thuner is proving what a versatile and tough competitor he is. Come to that . . . so is the GT SPITFIRE!



Russ Fuller on the left with O. A. King

We got a big kick out of a story sent along to us by Triumph's Public Relations Department . . . we print it below in its entirety: "Who said, 'I'm too old for a sports car?' Not Russ Fuller, Triumph salesman with O. A. King Sales in Indianapolis. Russ, 72 last month, began selling Triumphs two years ago. After a lifetime of selling, it was his first experience with cars. He says: 'I know how to drive well and it doesn't take me long to find out if a car drives right. A lot of us older folks want a fun car. There's a lot of kid left in most of us, you know.' A native of Green County, Indiana, Russ went to work at 13 as a trapper in a coal mine. He later became a clerical worker, traveled three states for an insurance company, operated his own self-service laundries . . . He has done well with Triumphs, mostly selling the older customers. Russ reports: 'A gray-haired grandmother told me she'd always wanted a sports car and once the children were on their own it was time for action. She drove out in a TR-4.' A 68-year-old retiree bought a Spitfire, came back for service and told Russ: 'You know, when I get in that damn thing I feel 20 years younger.' Russ Fuller in his spare time, hunts, fishes, roams the fields and woods, drives the back-country roads, reads avidly and plays a good game of bridge. Apparently Russ' wife Jessica is quite a jewel too . . .

COMPETITION NOTES

The new racing camshaft for the Triumph SPITFIRE — designated A-6 and stocked under Part Number V 110 — has now been released and is available for racing SPITFIRES. The new cam has been carefully designed to be easy on the cam followers, yet provides a good increase in power particularly in the higher rev ranges, over the previous competition 'B' camshaft.

This cam is not recommended for street use as there is a very definite loss of torque below 3500 rpm.

The new cam will rev easily to 7000 rpm, holding a steady power curve to 6300 rpm. It becomes really effective at 4200 rpm and continues to increase to 6000 rpm.

With normal sea-level barometric pressure of 29.92, and a temperature of 80 degrees, the F.V. needle open to 12 flats has provided the best overall performance.

This camshaft should not be fitted in an engine having less than 10.5 to 1 compression.

The new Competition Push Rods have also been released and can now be ordered from your local Triumph Dealer. The Part Number is V 168. They are made of special aluminum tubing with interference fitted ball and cup ends. The push rods are intentionally made .080" shorter than stock so that they may be fitted to a modified SPITFIRE engine that has had the head milled up to .100", without the customary shimming up of the rocker pedestals to regain correct rocker geometry. As these push rods have press fitted ends, it is possible to shorten them an additional amount to compensate for further milling of the cylinder head or block.

When fitting these rods allow .004" in addition to the normal rocker clearances for expansion of the aluminum. Re-check the rocker clearances with the engine at normal operating temperature.

Warning: These clearances must be re-checked with the engine hot. The aluminum tube cools very rapidly, therefore it is good practice to check the tappet clearances twice before entering the competition. Take care when installing the push rods . . . slack off the tappet adjusting screw all the way before tightening up the rocker pedestal stud nuts. The competition push rods are approximately one-half the weight of the stock push rods.

Warning: The competition push rods are too short to be used in a stock engine that has not had the cylinder head milled at least .060".

During the time that additional power has been extracted from the TR-3, TR-4 engine, there has been an increasing wear rate on the connecting rod bearings.

The majority of inspections revealed the point of wear to be on the upper half of the bearing surface at the point of the connecting rod split. Careful study has determined that the connecting rod caps were moving.

As this was the source of the difficulty the torque on the connecting rod bolts was increased to **80 pounds** from the normal 55-60 pounds. This torque increase has eliminated 75 per cent of the bearing wear and is therefore recommended to all competitors as a specification change. When changing the torque specification be certain to install new connecting rod bolts.

Triumph Initiates Assistance Program for their National Rallyists

Standard-Triumph's Competition Department has announced an Assistance Program for Triumph competitors in the remaining rallies on the SCCA's National Rally calendar.

Purpose behind the Program is to provide an incentive for Triumph driver/navigator teams to enter National Rallies, and if reasonable success is achieved, to provide some assistance with the expenses involved.

Payments will be made to the 1st and 2nd Triumph driver/navigator teams to finish, with the proviso that they must finish in the top ten.

Payments on a per car basis are as follows:

1st TRIUMPH — \$75.00 2nd TRIUMPH — \$50.00

In addition an amount of \$75.00 will be paid to the Triumph driver/navigator team winning any National Rally outright. In this case, the driver/navigator team would share a total of \$150.00

This Program is effective immediately and is applicable to all remaining National Rallies in 1965.

Triumph teams eligible for payments as above should write to the Competition Department as soon as possible after the rally.

National Rallies — reproduced from Sports Car

July 30 — Aug. 1	Land O'Lincoln Rally
September 10 — 12	The Jersey 500 Rally
September 17 — 19	The Tri-River Rally
October 1 — 3	The Rolling Hill Rally
October 8 — 10	The Rip van Winkle Rally
October 22 — 24	El Camino Real Rally
October 30	Press On Regardless Rally
November 5 — 7	The Appalachian Rally

This and That....

'Kas' Kastner, Triumph's U. S. Competitions Manager, flashed us the results from the National Championship races held at West Jordan, Utah, weekend of July 10-11. They produced what can only be described as a warm glow in this editor's Triumph-oriented heart....

Ed Barker and Steve Froines copped 1st and 2nd in G Production with their SPITFIRES: Lee Midgley was 1st overall in E and F Production, Jim Dittmore 2nd in Class (FP) and 3rd overall with their TR-3's: Steve Froines won D Production with his Cal Auto-prepared TR-4, finishing 2nd overall in A, B, C and D ahead of Cobras, Sunbeam Tiger, XK-E.... ho hum!

Charlie Gates in his TR-4A was 7th overall in the modified race.... finished 3rd in D Modified being beaten by a Cooper Ferrari and a Cooper Monaco. There were 19 starters, 6 in D Modified, in this race. And by golly to add real frosting to the cake, a TR-3 won the Novice Production event.

Glad to see Ed Barker back in the winner's circle.... Ed was the Pacific Coast GP Divisional Champion last year, won GP at the American Road Race of Champions, and is undoubtedly one of the finest SPITFIRE drivers in the country.

Those blue zipper jackets with the 'Triumph' logo silk-screened on the back are moving out fast — and so they should at nine-and-a-half-bucks-apiece. All sizes.... s, m, l and xl are now available. If you'd like to own one of these specially-made-for-TSOA water-proof jackets (and what red-blooded TSOA member wouldn't may we ask....?) send your check or money order for \$9.50 to TSOA — we'll pay packing and mailing costs. Naturally, there's a money-back guaranty if you're not completely satisfied.

Tim Craxton, ex-World War 2 Spitfire pilot with the Royal Air Force, TR-3 owner of recent vintage, salesman (and a gentleman) at Triumph Sports Cars, 56th Street and Broadway, New York City, and co-founder of the New York Triumph Motor Club, reports that membership in the club now numbers over 40. If you live in the New York metropolitan area and would like details on the club write to: Ruth Pierce, Secretary, 763 Washington Street, New York, N.Y.

The XIII International 1000-Mile Rally organized by the MG Car Club is nearly with us.... the longest international rally held in this country starts August 3rd, runs through to the 7th. Last year's winners — Jim Locke and Chris Stephens in a TR-4 — have entered, and they have our best wishes for a repeat performance.

Mike Madill who runs Triumph's Overseas Delivery Department at their New York offices on Madison Avenue, tells us that sales of Triumph sports cars to owners taking delivery in England and Europe are showing a substantial increase over last year's record-breaking figures. With the number of people vacationing in Europe growing each year, it makes a great deal of sense to combine the vacation with the purchase of a new Triumph. Use the car to tour around — you're free of restricting schedules and can take your own sweet time. But the main appeal in Triumph's Overseas Delivery Plan is that you save money.... in some cases enough to pay for your transportation costs to and from Europe! Triumph have a fully-detailed brochure with European Delivery prices, shipping costs from

various ports.... in fact every question you may have on the subject is covered in the brochure. If you'd like a copy write to Mike Madill, Standard-Triumph Motor Company, Inc., 575 Madison Avenue, New York, N.Y. 10022.

We hope to have good news — Triumphantly speaking — in the next issue of the NEWSLETTER from Europe. The 26th Alpine Rally is being run from July 19 through the 25th, and the factory have entered a total of four GT SPITFIRES. The internationally-famous Alpine Rally has 43 spec sections, 12 classification tests and is run over nearly 2,250 miles punishing mountain roads.

How many of you saw the ad in the June 1 issue of SOUTHWEST RACING NEWS — Bill Gay's fine publication giving excellent coverage of all competition activities in the Southwest — for a very interesting E Modified race car for sale? Car has a TR-3 engine and running gear, lightened and modified TR frame, and a swinging-looking Lister/Birdcage type fiberglass body. Sure is a good-looking piece of machinery....

Jim Clark, winner of this year's Indy 500 in a Lotus-Ford, almost certainly this year's Formula 1 World Driving Champion in the Lotus-Climax, and recently dubbed "... the greatest racing driver the world has ever seen" by Colin Chapman, the brilliant Lotus Designer.... wait for it.... to race a TR-3 in his native Scotland. Successfully, of course....

How many of you have taken a test-drive in the new TR-4A with independent Rear Suspension — IRS? If you want a revelation in how a sports car should feel and handle in this day and age, visit your local Triumph Dealer and take a test drive. The experience in our estimation is nothing short of an education.

Now we'd like to make a plea.... to all of our local TSOA Chapters throughout the country. Many of you produce very fine NEWSLETTERS your own. They are well written, laid out, are informative and a credit to the editors and the club as a whole. Examples that immediately come to mind are Rochester TSOA's 'Triumph Tracker', the 'New York Triumph Times' — we do like that (!), the Delaware club's 'Triumph Triune', DCTSOA's NEWSLETTER....

If your club produces a NEWSLETTER, will you please let your national organization have a copy? If your club does not produce a NEWSLETTER — why?

Right now let's remind you that if you don't have a local Chapter of TSOA in your area, we'll give you all the help we can to get one started.... if you're interested. We have a complete 'local club kit' which is free for the asking. We can also let you have an up-to-date mailing list of all TSOA members in your immediate area, so that contact can be made with fellow-Triumph owners. Quite often, your local Triumph Dealer will be most interested in taking an active part in the club's formation, organization and growth. Go see him....

In our mail last week we received a TSOA Membership Application form from Australia.... a few weeks ago one from France. The NEWSLETTER is mailed all over the world.... and a lot of people are surprised at the enthusiasm and sophistication of the sports car owner in the U. S. We've come a long way since the 'Cad-Allard' days....

— Alan W. Holmes

CLASSIFIED

FOR SALE: Black tonneau cover for a 1959 TR-3 — \$12.00. Set of wind wings for a TR-2/3 — \$6.00. Contact: Van E. Snyder, 116 Clowes Terrace, Waterbury, Connecticut.

FOR SALE: The following in excellent condition — transmission with overdrive. Engine complete except cylinder head and carbs. Complete rear section, from doors back, all for 1961 TR-3. Contact: Taylor Motor Co., Winslow, Maine. Phone: 873-0138.

FOR SALE: TR-3B 1963. Red, one owner, 16,000 miles, like new, tonneau cover, stick boot, side mirrors and luggage rack — \$1,695. Contact: Richard E. Bowman, 411 Biggs Ave., Frederick, Maryland. Phone: (301) 662-5677.

FOR SALE: TR-4 Shop manual, new oil filter, new fan belt, new can of Girling Brake Fluid, 4 used Dunlop tires, assorted small parts — \$15.00 takes all. Contact: Ed Myer, 3807 Goulburn, Houston, Texas.

FOR SALE: Complete carburetor — manifold assembly for 1959 TR-3A, includes aircleaners, all lines, etc. Also genuine TR rear seat, like new in red leather. Make me an offer. Contact: L. Ray, Box 400, Hazelwood, Mo.

SERVICE: Triumph side-curtain rebuilding service. Side-curtains restored or rebuilt to original condition. Contact: R. E. Torres, 7301 W. 89th St., Overland Park, Kansas. Phone: NIagara 2-7437.

FOR SALE: Workshop Manual for Triumph Herald 1200, 1250 Vitesse and Spitfire 4. Trailer Hitch. Contact: R. J. Edwards, 35 William St., Apt. 502, Stratford, Ontario, Canada.

FOR SALE: One black top (never used) for TR-3. Two Tenax (use snaps off old top) \$35.00 or best offer. Also, one set of side screens, black; needs both fixed lights and one sliding light. Wedge/flap type. Fit 1958 on back. In very good condition except as noted above \$40.00 plus postage. Contact: Herbert Matthews, Jr., Box 1501, Florence, S. C.

FOR SALE: Triumph TR-4 Workshop Manual and S.U. Workshop Manual — \$10.00 for both prepaid. Contact: M. Gotterer, 120 Boucke Building, University Park, Pennsylvania.

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.