



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

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Editor, Alan W. Holmes

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This lovely young lady is actress Peggy Ann Nielsen who has an important part in the new motion picture **"Marriage American Style?"** . . . also playing an important part in the movie is the TR-4 featured in the photo. Other cast members include Marty Friedman, Ralph Gieve, Madeline Mack and Arlene Starr. **"Marriage American Style?"** is to be released throughout the country in the near future. Triumph automobiles are much in demand for motion picture and television productions. Look out for them in **"Lord Love A Duck"** an Allied Artists release starring Roddy McDowall, Tuesday Weld and Lola Albright . . . tv productions — **"Slattery's People"**, the new NBC series **"My Mother, The Car"** which stars Jerry Van Dyke, the new ABC-TV show **"O.K. Crackerby"** starring Burl Ives, the **"Patty Duke Show"**, and many others . . . including a commercial for Ajax Cleanser! (Boy! What a great piece of copy . . . start with a lovely young actress . . . and end up with Ajax Cleanser . . . man!)



Here's Robert C. Tullius on his way to a fine Class win and 3rd overall (C and D Production and G Modified) at the National Championship races held at Thompson International Raceway over Labor Day weekend. Bob had already clinched the Northeast Division's DP title, but still drove like a tiger in one of his best performances all year. Bob's mechanic and fellow Group 44 member Brian Fuerstenau, has wrapped up the FP title in the Group's TR-3. . . . Bob's old TR-3 that he went through driver's school with!

Standard-Triumph in Coventry England kindly sent us this fine photo of the factory rally-prepared GT SPITFIRE that finished 1st in the General Category (Sports and Prototype GT cars), also 1st in Class 2 (Sports and Prototype GT, 1,000 - 1300 cc) in this years tough 26th Alpine Rally. The GT SPITFIRE was beautifully driven by the Finnish team of Simo Lampinen and Jyrkhi Ahava. Another GT SPITFIRE finished 2nd in the above categories driven by Jean-Jacques Thuner and John Gretener. Only 31 of the 93 starters completed the rugged 2,250-mile event.



Once again this season, Triumph drivers are the guys to beat in their respective Classes . . . and recent National Championship results point this up dramatically. . .

Opelousas Nationals — August 1

F Production	1st Bill Bagby	TR-3
	2nd Jack Jewell	TR-3
G Production	1st Don Smith	SPITFIRE
	2nd Don Davenport	SPITFIRE

Oregon Nationals — August 21

D Modified	1st Charlie Gates	TR-4A
D Production	1st Bill Pendleton	TR-4
F Production	1st Jim Dittmore	TR-3
G Production	1st Jack Scoville	SPITFIRE

Watkins Glen Nationals — August 21

D Production	1st Bob Tullius/Dick Stockton	TR-4
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(This was a 500-mile event for ABC and DP machinery)

Connellsville Nationals — August 28

D Production	1st Bob Tullius	TR-4
	2nd Dick Stockton	TR-4
	3rd John Williams	TR-4
F Production	1st Brian Fuerstenau	TR-3
	2nd Charlie Redmond	TR-3
G Production	1st Dick Gilmartin	SPITFIRE
	2nd Phil Haloff	SPITFIRE

Thompson Nationals — September 4

D Production	1st Bob Tullius	TR-4
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(3rd overall C and D Prod and G Modified)
A pretty impressive set of results we'd say!

We're Stealing . . . Once Again!

The 'New York Triumph Times'—Newsletter of the New York Triumph Motor Club, is fast becoming one of the best publications put out by a local TSOA Club. Here's a piece that appeared in Vol. 1 No. 6 written by Harry Gold:

"Lift Up Your Souls My Friends—There Are Other Car Nuts As Well . . . Read On . . ."

Promptly at 8:15 the announcer's voice booms out over the stands that line three-fourths of the 1/5 mile oval and barks "Welcome to Tropical Freeport—the Garden Spot of the South Shore".

For those yet unacquainted with Freeport, it is the closest thing—26 miles—to a race course in the New York area. The announcer continues ". . . we do this here every Tuesday, Friday and Saturday night . . .". Just what they do is not always clear, but they do it three times a week, at what is billed as a Stock and Jalopy Track.

The cars that are used here fall into two main classes—the novices and the modifieds. The modifieds are the money cars; there is usually between \$5,000, and \$7,000, in each of the better ones. Starting with a Ford, Chevy or Hudson, circa 1932, they begin where the factory leaves off—or won't go. Bodies are chopped—lowered—seven to twelve inches closer to the ground, and the interior gutted so that the steering wheel and one bucket seat are the main occupants of the "cockpit". Engines are replaced with a Dodge-Plymouth 'Slant Six' or a standard Six, from Ford or Chevy, the former type being preferred. Carburation varies, but most of the front running cars use—hold onto your crash helmets—Webers, usually single. The rear end is usually something from a three quarter ton pickup truck and to offset the laws of physics on the "big left turn", smaller "slicks" are used on the inside.

These "modifieds" are extremely fast and hit up to 75 m.p.h. on the straights of a 1/5 mile oval. The drivers or "steerers", if you prefer, are a typical cross-section of every gas station and body shop within a fifty mile radius of the track. The unofficial uniform consists of grease-stained pants and shirt and a shiny Bell 500 TX helmet. All drivers display the same general capabilities with the possible exception of one, a postman by day and a racer by night, named Bruno Brackey. He has won 364 races, more than twice as many as the next driver. He is the poor man's Bandini—if you get in his way, he nudges at you, not as Lorenzo did to Graham Hill—a little bit harder. Instead of hitting 2 or 3 hay bales, the recipient of a "Brackey" push usually takes out 10 or 15 feet of the wall.

The safety factors in these cars make S.C.C.A. requirements look like a bare minimum. The Bell helmet is mandatory, as are goggles or a face shield. Rupert competition harnesses are used in all cars and the seat is welded to the frame. A full rollbar cage is used and is tacked to the chassis in four specific locations.

If all this weren't bad enough, there is still the Novice Division, which has been compared to the Creedmore out-patient clinic. Up to thirty-five of these nuts are turned loose in an attempt to complete 25 laps of utter chaos. It is unusual for the field to complete one lap without incident. More often than not, five or more cars are piled up in one place or have tried unsuccessfully to break through the wall. Adding to the general confusion, the red lights are flashing in each of the four "corners". This is supposed to stop the cars, but it never fails that half the field continues on as though nothing had happened, until they realize that they can't push their way through this tangle of cars, all in various stages of dismemberment. Adding to the fun, the announcer chimes in with such choice remarks as "Open your eyes now boys, it's over", or "throw that guy out, he's got brakes on his car".

After the race, the winner—or survivor—takes the checkered flag around the track which now looks like an obstacle course for tanks. The mortality rate for cars can be as high as 50%, but the number of injuries is negligible. In 3 years, I have seen the ambulance used twice; once to aid a woman driver who broke her finger, and once to take a shaken-up driver from the infield. (Yes, I said "woman driver", but that's another story.)

So, for an evening of thrills that will keep you on the edge of your seat, is relatively cheap—\$2.00—and only 26 miles from New York, I suggest a ride out to "Tropical Freeport" where ". . . we do this here every Tuesday, Friday and Saturday night . . ."

This and That . . .

Our infrequent column wherein we jot down whatever happens to come into our minds . . . well . . . almost whatever. . .

We'll be mailing a postcard along with the TSOA NEWSLETTER shortly to all members, with the low-down on a money-saving subscription offer to COMPETITION PRESS AND AUTO WEEK—this country's leading auto sports publication which is always first with the 'noos'. CP is now published weekly (50 times a year) and if you want to keep up with what is happening in the world of motor sport, both here and abroad, you've just got to read CP. The new offer to TSOA members which we've worked out with the publishers is just great. So . . . watch out for the postcard. . .

We heard the other day of a newly-franchised Triumph Dealer who took delivery of some brand-new 1200 Sedans and Convertibles . . . and after two days . . . and after firing one of his employees because the guy couldn't peel the protective tape from the bumpers . . . the dealer discovered the bumpers were actually made of hard rubber. . .

Did you see the 'Classified ad' section in last month's NEWSLETTER? The most ads we've ever run in a single issue . . . and boy, do they pull! That's logical enough . . . TSOA does have nearly 14,000 members now, and they all receive the NEWSLETTER each month. We restrict the ads to items of interest to Triumph owners. If you've got something to sell . . . write up an ad and send it in. There's no charge whatsoever for this service. . .

Your editor is off back home for a couple weeks vacation shortly . . . back home that is to England. Last time we were there was nearly four years ago . . . and we fully anticipate many changes . . . in fact a close relative wrote us some weeks back and brought us up to date on a few prices . . . 'fags' . . . 'weeds' . . . or cigarettes are now about 76¢ a pack . . . petrol costs around 75¢ a gallon . . . both due to tax increases . . . prices in restaurants have edged up somewhat in four years . . . but thankfully, beer is still quite reasonably priced. . .

Any government that tampered too much with the price of a 'pint' would lose the next election by a ruddy landslide . . . confound them!

Little-known facts about England . . . it does not rain all the time . . . no other country manufactures as many sports cars or with such diversification as to performance and price . . . before your editor came to this country he had never heard of an 'English muffin' . . . and with a slowly expanding waistline he wishes he'd NEVER heard of an 'English muffin' . . . it really does not rain all the time . . . and anyway, fog can be very attractive at night with the street lights on and all that . . . we're reminded that on our vacation we'll have to drive on the left-hand side of the street . . . wooooee . . . (in the fog . . . ? . . . double wooooee . . .) there are more cars per mile stretch of highway in England than any other country in the world . . . actual figures issued by the British Road Federation—44.9 vehicles per mile compared with 44.1 in West Germany and 36.7 in Italy . . . okay . . . one final comment . . . the English do make some of the best raincoats in the world. . .

Last month, Richard Marks, Activities Manager of the Massachusetts Institute of Technology Sports Car Club, wrote to us . . . reporting what may have been the first trophy won by a TR-4A . . . it was July 25th, and in the annual Boston Rally—sponsored by local civic groups and a Boston newspaper—Efreem Mallach navigating with Richard driving won 1st place unequipped and 1st overall. . .

We got a kick out of an item that was passed along to us by Bill Janovscik who works at Standard-Triumph's New York office on Madison Avenue . . . it appeared in the 'Daily Commercial News and Shipping Guide' . . . Boston (UPI)—In 1917 the Automobile Legal Association advised its members to carry in their cars these items: A can of grease, a grease gun, a coil of wire, a roll of tape, two extra spark plugs, extra lamps and fuses, a blowout patch, a small vulcanizer, extra air valves and caps, two tubes, one tire, a trouble lamp, an air gauge, a map, a block of wood to use in jacking the car out of a mud hole, and a collapsible water pail. The headline simply asked . . . "Where Did They Sit?"

AN UNUSUAL REQUEST . . .

(We Would Say)

We recently had a lengthy and very pleasant conversation on the phone with a guy who has been competing with an MG-B . . . needless to say, he's at last seen the light of day and is about to purchase a TR-4.

You can take it from us this guy is serious about the whole business . . . he fully appreciates that to prepare a car for SCCA Production Car racing takes a lot of labor . . . and money, if you wanna win!

In short, he intends to go the whole hog with the TR-4 . . . that we do know from our conversation with him.

Now here's the pitch . . . the guy is an independent tv producer . . . there's no question that he has the money to prepare the car and keep it in a fine state of tune. He has the services of a master mechanic . . . and he's no slouch with a grinder.

But, for reasons of his own he would prefer to work up a co-owner/co-driver arrangement with someone who has the talent and interest. Certain expenses would be shared . . . as would the driving chores. Now it seems to us that this, as someone once said, is a 'heaven-sent opportunity' for someone in the New York area, who can drive and is prepared to accept a percentage of the responsibility of maintaining a fully-prepared racing TR-4.

If you have the time necessary to devote to this project . . . if you consider you have the driving ability . . . and you have a few bills to spare from time to time . . . write to TSOA at P.O. Box 3273, Grand Central Station, New York, N.Y. 10017. We'll forward all letters received. YOU MUST LIVE IN THE NEW YORK AREA.

We were very impressed with the following "Open Letter To All Active Members" that appeared in the August issue of 'TRIUMPH TRIBUNE'—Newsletter of the District of Columbia Triumph Sports Owners Association. Well worth reprinting, we thought . . . so here it is along with our thanks to the authoress, *Harriette Grimes*:

"I have some pretty disturbing facts which I think all the participating club members would be interested in, or they should be at any rate. Many interested people have appeared at our meetings and shown an interest in the club and been put on our mailing list. They receive the TRIBUNE free for three months. Of these, only half have actually applied for membership and of those who applied, only half have actually become club members. It seems that they don't know the requirements for membership, i.e. attending two out of three meetings, attending an area event such as a rally or autocross etc. Where have we failed? Where are these interested people whom we have turned away? I think I know and I'd like to enlighten you as to what it is that is turning them away. I may step on a few toes, but I think it is necessary in the best interest of the club.

THEY ARE EITHER SCARED OFF OR JUST PLAIN SNUBBED!!! (Please don't tear up your TRIB at this point. If you'll only read on you will find that it is done unconsciously and with no malice aforethought.)

I'd like to describe what an interested non-applicant goes through at one of our meetings. I know this is true because I've walked the road before. First he arrives to find a whole room of strangers. If said prospective member is lucky, he might know one person. Generally not, so, he adjourns himself to a corner and waits to see if anyone will notice that he is there.

Well, the meeting begins and he is generally impressed by the functional and efficient manner in which matters are conducted, and decides to stick around for the coffee break and hopes that somebody will again notice that a new face is among the old familiar ones.

After the meeting has formally adjourned, we all stand around in several big and little groups discussing the things that are of interest to us. The interested prospective applicant decides to approach one of the groups. Upon getting within ear shot he overhears terms such as cam shaft, half shaft, drive shaft, gear box, "touchy" strombergs, none of which he is sure he has. He becomes slightly afraid, not willing to admit to these mechanical geniuses that he has just bought a sports car and the dealer had to show him where reverse gear was so he could move it out of the parking lot.

So, he moves on to group number two, which is discussing sports cars in general. Well, this guy has never heard of a Cobra, Tiger or Stingray and thought they must be talking in reference to a recent trip to the zoo. So he is a bit leery and moves on to group three by sheer determination to find out just what is going on with these people who he thought were all sane during the business part of the meeting.

On approaching the third group, he overhears a discussion about spin-outs, 360's, gates, chicanes, slaloms, roll bars, helmets, oversteering,

understeering, plowing, etc. By this time he doesn't know whether he is listening to a bunch of aircraft pilots, astronauts or a road construction team and he is only too hasty to beat a quick retreat out the back door rather than show his ignorance. He is never to find out what a true fan club this is.

Then we have type two; the sports car nut just as we are, who submits an application and then disappears. You want to know why? Because nobody knows who he is and is too busy to find out. He soon becomes disinterested and tired of waiting for someone to come up and make themselves known to him. EXAMPLE: We have in our files an application of a person who came here from out of this state. He owns a TR, has rallied in four states and has entered many autocrosses. He attended one meeting and one event and then dropped out of sight. What happened to him? We have lost a prospective member who shows quite a bit of experience. Although I do not wish to publish the name of this person, this is a true case. Even if I did put his name in this letter, I doubt if anyone would know him. He applied for membership after I was made a member of the club and I am just as guilty as everyone else. I do not know who he is either. This has happened in a number of cases. We are failing to make these prospective members feel welcome at our meetings!!!

SOME FOOD FOR THOUGHT: Some people show interest in the club because they know little or nothing about that cute little car that they've just bought, but are scared to death at the prospects of admitting it. They seek out the club upon arriving here from another state only to find that they can't break the barrier of not being recognized. They attended an autocross as a spectator, became interested in the club but are afraid of making a blunder on the course. And because nobody takes the time to give them the encouragement that they need they drift away. We are all equally guilty and I am including myself in this. After going through the same thing as most of these people you'd think I'd know better. But I find myself doing the same thing. Are you, as a club member, willing to put forth a little bit more effort to make the shy ones feel more welcome??? I hope so. After all, there aren't enough extrovert-type people around to fill the rolls of this club. And those people will go to other clubs where they may be welcomed with open arms.

Remember, we all have much in common. We love those little sports cars we drive. We love to talk about 'em and we love to enter them in events to get the most out of driving them. We need more members and the only way to get them is to make them feel at home once they come seeking us out.

I hope I have opened a few eyes to this problem without causing any hard feelings, BUT sometimes it takes a little bit of ice water to wake us up. Have you ever heard the saying, "You can't see the trees for the forest"?

In this case I think this is the whole fact. We can't see a member for the people. A PROSPECTIVE MEMBER WILL ONLY GIVE AS MUCH INTEREST TO THE CLUB AS THE CLUB SHOWS TO HIM.

CLASSIFIED

FOR SALE: Marchal Senior Fantastic Driving Lamps (two); brand new, used for 1,000 miles; 100,000 C.P. ea., postpaid with Raydot switch. New — \$32.00 Price \$22.00 for pair, \$12.00 each. Contact: R. M. Langworth, USCG Base, Gloucester City, New Jersey. Phone: (609) 456-1370.

FOR SALE: TR-3, 1962, red, white wire wheels, one owner, 20,000 miles, always garaged, brand new! Best offer. Contact: Lee Pincheek, 9707 63rd Road, Rego Park, New York. Phone: (212) TW 7-2995.

FOR SALE: 4 Koni shock absorbers — 4 wide base wheels, mounted with Goodyear T-6 tires and racing tubes. All the above fits any Triumph Spitfire. Contact: Jim Goldsmith, 185 Bryant Ave., White Plains, New York. Phone: (914) WH 6-4082.

FOR SALE: New, black Standard Parts side curtains used 3 months — \$90.00. Tonneau cover — \$15.00. Almost new motorola all transistor manual radio — \$20.00. Take all for \$120.00. Contact: Tommy Staley, Box 208, Gaithersburg, Md. Phone: (301) 253-2572.

FOR SALE: One set of new black side curtains for TR-3 — \$65.00. Contact: Stephen Guard, 650 Huntington Ave., Boston, Massachusetts.

FOR SALE: Fiberglass hardtop for TR-4. White, large plexiglass rear window. Easily mounted or removed. Like new condition — \$100.00 — or best offer. Contact: C. D. Woolsey, 84 Locke Rd., Hampton, New Hampshire.

FOR SALE: Black top (never used) two Tenax, use snaps off old top — \$25.00 or best offer. Black side screens for 1958 TR-3 on back; new fixed light material with pair — \$35.00 wedge/flap type. Also, Triumph factory color leather in hides approximately 50 sq. ft., enough to cover both seats completely. Per hide — \$45.00. Allow six weeks for delivery. Contact: Herbert Matthews, Jr., Box 1501, Florence, S.C.

FOR SALE: One standard equipment 60 spoke wire wheel for TR-3 or TR-4. Used, in very good condition — \$30.00 or best offer. Contact: Dale Biesecker, 5708 Wilkins Ave., Pittsburgh, Pennsylvania. Phone: 521-2141 evenings.

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

TSOA Handbook	\$9.50
"Please Don't Dent Me" cards	\$1.00
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.