



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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THE CRAFTY SPITFIRE CAPER

By **MURRAY FORSVALL**
Automotive Editor
Dallas Times Herald

To Paul and Alison Craft, happiness is a Triumph Spitfire . . . on the open road or back home polishing it so it will shine as every good sports car should.

The Crafts are sports car enthusiasts of the first order.

Paul is the 1967 president of Dallas Sports Car Club. During the past two seasons he's led the club in participation points and in competition points.

So the Crafts' Spitfire, which they bought new in the spring of 1964, has seen a lot of use.

The Crafts drive it in gymkhanas, rallies, trials, economy runs not to mention the fact Paul drives it back and forth to work each day. All that totals up to something like 40,000 miles.

"It's been a wonderful car," said Paul. "I wouldn't hesitate to buy another one. In fact, we'd love to get one of the new six-cylinders but we're buying a new house . . ."

"It's been a great rally car," said Alison, who navigates while Paul drives. "All the instruments are there in the center where the navigator can see them."

Alison leaves most of the gymkhana driving to Paul, who's finished fourth and fifth in class in the local Sports Car Club of America's championship series over the past two years.



But really maybe it should be Alison doing the driving. She's a native of Edinburgh, Scotland, and is a cousin of famed race driver Jim Clark.

"We'll, I did drive a gymkhana once," said Alison, "but no one was encouraging me. So I decided just to watch."

But Alison does participate too. She finished 11th in Dallas Sports Car Club participation points last year, earning many of those points through rallying.

"We won first place in the first rally we ever ran with the Spitfire," said Paul.

Paul and Alison averaged a rally a month during the busy spring and summer season, including one extremely long event—the Big Ben Bash and Terlingua Time Trials.

It is an event which runs through West Texas into the Big Bend country and to ghost town Terlingua. The Crafts drove the Spitfire some 1,500 miles on this single event alone.

"We appreciated the gas mileage on that one," said Paul. "And with the rally speeds what they were I had to keep the Spitfire between 4500 and 5000 rpms for hours at a time. All we used was a cup of water. No oil."

The Spitfire went through the rugged Terlingua trials well, too.

"And out there on the course some of the holes in the rocks are about as big as those 13-inch tires," said Paul.

The Craft's Spitfire isn't always in showroom condition—like after the Terlingua competition.

But it's fit to be seen most of the while. As evidence, the Crafts won first place in a surprise concours at an activities council event.

Paul Craft, 32, is an architectural draftsman when he's not sporty caring it. The Crafts are parents of a seven-year-old daughter—Leslie—and a five-year-old son—Martin.

"They like sports cars, too," said Alison.

Which all makes it a triumphant family affair.



PHOTOGRAPHS BY BOB JACKSON — DALLAS TIMES HERALD PULITZER PRIZE WINNER

FOR WOMEN ONLY

The Perils in a Sports Car

or

Watch Out for the Nut Holding the Wheel

by Erika Rhone
Automotive Writer

Every woman knows some tribulation in her lifetime. To an increasing number, these trials take the form of a sports car — either one callously purchased by the man of the house or that owned by a suitor who, except for this inexplicable aberration, would be Prince Charming. In any case, a wise woman determined to hold (or get) her man will adapt to a situation she cannot change. Let this, then, be a handbook to the ladies on How To Get Along with a Sports Car.

First and foremost it must be acknowledged there are many advantages to a small car, whether it be a practical economy sedan or a sleek and sassy sports model. They are easier to park, by virtue of maneuverability and size; contain built-in alibis for nicks and dents, again due to their diminutive stature alongside American bumpers; have far less surface area to polish; and are automatic attractors of male attention—and what female worth her salt doesn't relish an approving masculine stare! These attributes by far outweigh the disadvantages of harsher ride (actually quite good for firming up the hips) and fewer automatic conveniences, providing, of course, one can overcome the trauma of having to hand a quarter *up* to the toll collector. The first time one is passed by a tractor-trailer at speed definitely leaves a mark on the psyche, but any other allowances a lady must make for a sports car are minor indeed.

One of the first to be encountered is the matter of the manual transmission — also known as four on the floor to the aficionados. To the few members of the fair sex who have managed to avoid learning the knack of shifting, it is merely a matter of coordination, timing, and footwork —rather like learning the twist except that different parts of the anatomy are involved. Any self-respecting male will

be delighted to demonstrate the fine art of shifting a car and it really is quite simple. The manufacturers even provide a diagram of which gear is where. Next comes the matter of instrumentation. To a gal accustomed to facing only a speedometer and a gas gauge (not that she may ever have paid particular attention to either one), the totally bewildering array of dials in a sports car can be a shattering experience. A lady in these circumstances properly has three choices: she can memorize the location of the speedometer and gas gauge (providing she has previously learned their use), she can ignore the entire dashboard as representing more glass to polish, or she can acquire a nodding acquaintance with all the puzzling assortment. If she chooses the latter method, however, she stands in danger of eventually confusing one gauge with another. Since a car is *not* travelling 40 mph when the tachometer reads 40 and since the "E" on a likely-looking gauge is not an indication of "enough" anything, this course is a distinct hazard.

STYLE AND YOUR SPITFIRE

When the foregoing situations might be as dismaying to the unmechanical male as they are to a fluttery female, there are several potential complications inherent in a sports car which are peculiar to women. One of the most perplexing is the matter of hair. No hairstyle (aside from the crew cut which really isn't flattering to most girls) has ever been designed to withstand a ride with the top down. Oh, yes, there is always the braid but this isn't currently fashionable and so can be dismissed. The current fad of long, unbound hair has a certain sporty attraction to the onlooker, but experience will soon reveal the dismaying tendency of hair exposed to sports car activities to collect dirt, dust, flying particles, and insect life if left uncovered. Similarly, teased and carefully arranged coifs emerge from a brisk top-down ride looking like a Halloween fright wig, so this isn't the answer either. A lady encounters a different problem when riding in a sports car with the top up. She should carefully eschew all behive hairdos or any loftily piled arrangement since these are likely to come to grief either entering or leaving the car if not on the first stiff bump, headroom being what it is. The same principle applies to hats, so the obvious solution to the entire

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SNOW SPITFIRE

The Katrak Vehicle Company, Inc. of Albany, Oregon is manufacturing a snow vehicle called the Katrak. This unit is powered by the same dependable power plant that is used in the Triumph Spitfire. We have a report from the company, which states that a vehicle the same as shown in the photo has performed under some of the most adverse weather conditions imaginable without a single failure of the Spitfire power plant. It's capable of climbing a slope of over 50-degrees with absolutely no engine problem. The Triumph power plant is located transversely behind the driver and transmits its power to the tracks through a single feed-belt drive system. The vehicle weighs 1780 lbs. and will carry three (3) passengers and 600 lbs. of equipment. Its slowest speed at 1000 rpms is 12 mph and top speed at 5500 rpms, depending on snow consistency, powder, slush or hard ice, is 29-31 mph. We think the styling could be improved slightly, but its go-ability and performance are Triumph.



FOR WOMEN ONLY

(Continued from page 2)

problem is a scarf or hood, which will probably keep hair in better order than anything else including (especially including) a Bell helmet.

Then there is the matter of skirts. A tapered slim skirt makes a most graceful appearance on a graceful lady, but no one has yet invented a way of getting in to or out of most sports cars without use of block and tackle when the skirt is *too* tapered. A flared skirt, on the other hand, has a distressing habit of blowing to the delight of the male driver, it need not be added . . . A miniskirt should be shunned like the plague since it provides a limitless visual treat to truck drivers or other passers-by at altitude. The perfect solution, of course, is slacks or an A-line skirt depending on the wearer's chassis. Or, barring these, extreme caution. As for a long, formal skirt — take a cab.

Another problem is heels. Driving any car in spike heels is not exactly recommended, even if the vehicle is an all-automatic Detroit product. Many an incident has occurred when a high heel or buckle or bit of trim caught on the

wrong pedal. Simple flat heels, even if worn only for driving with the dressier heels near at hand, are the solution here.

So, then — aside for the ever-continuing danger of putting on so much weight your bucket no longer fits the bucket seat, these are all the necessary allowances a lady must make to be compatible with a sports car. Are they worth it? Certainly, madame (or mademoiselle—especially the latter), certainly! There is an unending spirit of youth and adventure which is a part of sports cars and the people associated with them. Moreover, there is “something” about a man with a sports car . . . an aura, an air. He who tends toward affection for sports cars has an undeniable attraction for the gentle sex. In this respect, as in others, he is likely to be your biggest problem — this nut who holds the wheel.

If nothing else, he is likely to be harder to resist than the average male . . . and this is neither the time nor the place to discuss that phase of the eternal problem. Because it *can* be done in a sports car.

They tell me.

FIBERGLASS HARDTOP

A new fiberglass hardtop for the TR-4A has been engineered with great success and is now obtainable through all authorized Triumph dealers. It carries a suggested list price of \$165.

This hardtop fits snugly over the existing soft top hardware without the removability factors required in some other designs. Constructed on the principle of a double shell, it's both strong and free from drumming when under way. In the past, the noise factor has been a problem with fiberglass construction. The new hardtop is finished in an embossed vinyl texture, available in white or black and is a direct complement in design for any TR-4A.



TRIUMPH IN THE WEST

"Kas" Kastner, Triumph competition manager, wired from Phoenix Arizona, February 11-12 that Jim Dittmore won the First National of the year; Fritz Warren second in another TR-4A, third place filled with a TR-4A of Ed Brannon and even fourth place taken by another TR-4.

Ed Barker won Class G in his Spitfire, followed home in Class by Dick Carbajal in another Spitfire. Third, Don McGaffee, fourth Brad Cranford, both in Spitfires. Lee Midgley second in Class E to winner in MGB. Tom Carter third in Class and second Triumph.

FOR SALE

Triumph TR-4 Race Car, \$3,995.00. Winner of Metropolitan 1965 and Area 1 1966 DP Championship. Immaculate. Ready to race. Meets 1967 SCCA specifications. Will deliver and take trades.

Contact: Edward Hackett, Hackett Imported Cars, Westport, Conn. 06880. Phone: 203-227-1287.

CLUB NEWS

The Detroit Triumph Club has held elections for 1967 and the officers are:

Dick Edwards *President* Marcia Becker *Secretary*
Phil Van Zandt .. *Vice President* Dale Becker *Treasurer*

Their mailing address is:

251 Hill Milford, Michigan 48042

The New York Triumph Motor Club has held elections for the 1967 season and has elected Miss Gretchen Dahm to the Presidency. The other officers are:

Harry Gold *Vice President* Don Conley *Treasurer*
Ruth Barron *Secretary*

Gene Rogers will take care of the films, ready when you are CB.



Gretchen Dahm, 1967 President of the New York Triumph Motor Club, will again grace the Standard-Triumph exhibit at the International Auto Show, April 1-9, at the Coliseum.

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 T-SHIRTS

Attractive white knit shirt with collar and button front. No pocket. Triumph logo in blue on back, shield on left front. Specify s, m, l, xl..... \$4.50

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| 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-4, TR-4A Competition Preparation Booklet..... | \$2.00 |
| SPITFIRE Competition Preparation Booklet..... | \$2.00 |
| JACKET EMBLEM | \$1.00 |
| (Club Discount — 1 Doz.) | \$10.00 |

Send Check or Money Order. No C.O.D.'s please.

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