



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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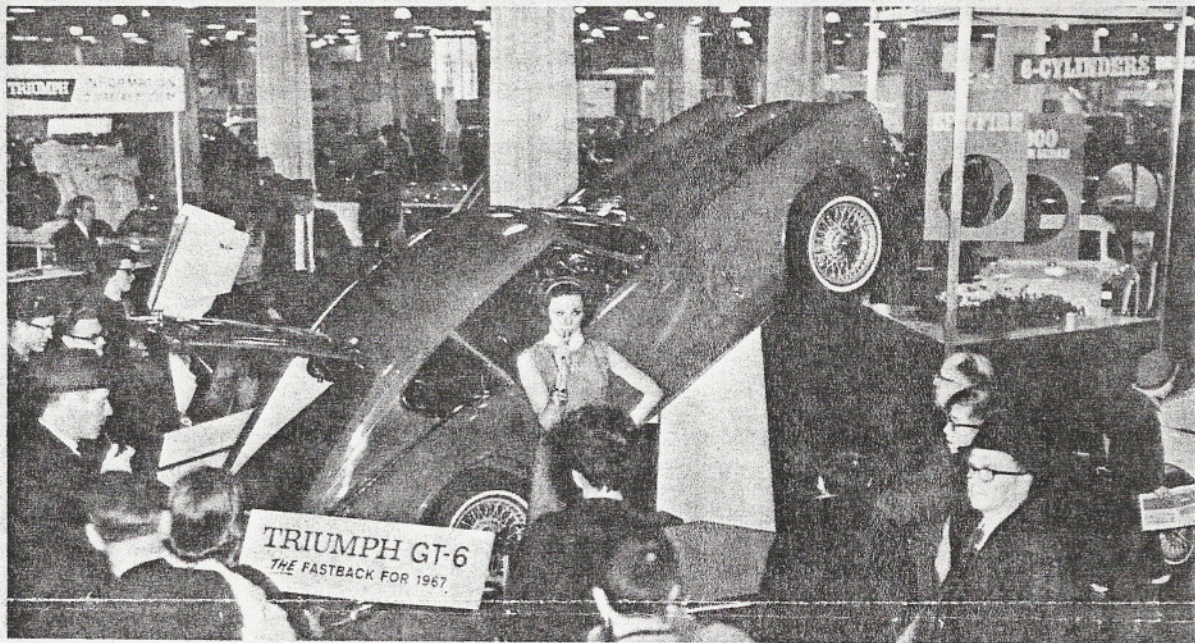
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## ON SHOW AT THE SHOWS

By ROBERT CUTTER

*Automobile Editor — Long Island Press*



It's that time of the year again. Baseball, yes. Summerwear, yes. Vacation plans, yes. And auto shows.

From Geneva and London, to Chicago and Detroit, to Los Angeles the great pastime of visting auto shows is upon us. In New York, the annual International Auto Show at the New York Coliseum fills four floors of the mammoth exhibition hall.

All the Detroit and Dearborn marques are there and so are most of the overseas ones like Standard-Triumph and Rover and the rest.

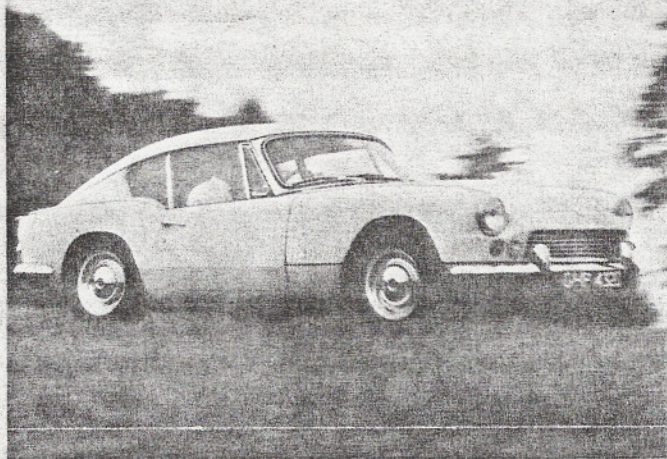
Also in evidence will be the many species of *Visitus Americanus*, *Automobilus subvariety*.

When you visit the auto show in your area, look for these people:

- The tire kicker and door slammer. He tries to judge a car by the sound the door makes when he swings it shut. To this guy, most economy cars are "tin" and most sports cars and GTs "solid" because that's the way their doors impress him. He tries tire kicking merely to exercise his legs and feet at the same time door-shutting exercises his arms and shoulders.

- The expert. He engages the sales people in esoteric discussions of gear ratios, rpms, suspensions, handling qualities and the like. He may sound like the guy who taught Stirling Moss all that he knows, but he probably drives a 1956 Ford: He also tries to get the man he is talking to to knock his competitors products, hopefully with some tidbit that the expert then can use when he visits the competitor's stand — "I understand from an informant that your number of units fell drastically when Sir Reginald dropped the 10:1 ratio. Are you expecting to bring it back, as the gossip says back in Coventry?"

*(Continued on page 3)*



## FIRST IMPRESSION

by Kas Kastner

Competition Manager, Standard-Triumph Motor Co.

Sometimes rumors are never fulfilled, but this year a new car about which I had heard little bits for over a year was finally completed and I was called to New York to test the new GT-6 Fastback. The trip back seemed a little shorter and the cold weather not as bothersome. After all, the prospect of test driving a new car and evaluating it was enough to bring robins back in January.

My first impression was that the GT-6 was a duplicate of the Sebring and LeMans Spitfires that I was closely associated with in 1964 and 1965. I remembered them as stiff, hard-riding, terribly-touchy-on-the-clutch and not really driving with torque. Boy, was I pleasantly surprised!

First off, I could get inside! Now, that might not sound like much until you remember that I am 6' 4" and weigh 200 pounds. It was a delight to slip in and find even more room than in the TR-4A. I figured that my head would hit the roof on the first bump, but once in and going this was completely forgotten. When no cranial contact was made after several minutes on New York streets, I completely forgot about the low roof-line and started paying a lot more attention to driving out the GT-6.

**This car really has torque!** I mean the stump-pulling kind of torque. I pulled away one time neatly in second gear without realizing I had forgotten to change to first. Since the car was very new with extremely low mileage I didn't want to ruin the engine, so I was conservative with the revs. Still, I managed to whistle off several big domestic cars and a well-known sports car that until this year has been in competition with the TR-4.

The gear change was just right for me . . . short throw, all synchro . . . even someone, with shall we say, poor reactions, can't miss. The ratios are delightfully close and give the feel-

ing of constant flowing power. After the car is well broken-in you can snap up to about 35 in low, 55 in second, settle down a bit with 75 in third and then let it coast at that speed in top. Just no effort!

Several times in slow traffic I forgot to change down to third and pulled up to normal traffic speed in high. The amazing torque had done the job without all that "rowing" normally associated with small cars. In a pinch I figured I could get by with just second and top gears. The noise level was another thing that brought me out smiling. It's quiet! When you first start the engine you might think you have inadvertently put on the heater fan instead! It's that smooth.

At first I didn't care too much for the suspension, but then I realized that I had been cornering at least one gear higher than normal and all well above normal highway speed. No wheel lifting or wheel hop on hard cornering. I had to look to see if this was truly a swing axle system. Some people in the Engineering Department sure did it right. It seemed as stable as a beam axle car, yet with the road-holding and ride of an independent system.

I got some tire noise when really belting around street corners, but raising the tire pressures did away with that quickly and strangely enough, seemed to improve the ride even more. With the big six up front I expected the car to be an understeering monster with lots of effort necessary to pull it around but the balance was just right. It was a kick to shift back to 3rd on the freeway at about 80 and truly drag away from a fella in his "T Bird."

Our name plates and all were covered with tape so no one could tell what kind of car, but I'm certain they were surprised to see the performance in such a small package. Cruising along at 85 is smooth and quiet and you have the feeling that you are in a much bigger vehicle both in size of body and engine capacity. Then you look out the mirror and there's the road! No long overhang, just the road.

The door handle angle seemed a bit awkward and on a car of my own I'd reverse the handle 180 degrees so that you push instead of pull up. This might be due to the fact that I fill the seat pretty well, but that would be a must for me. I think also that I'd make a strut to hold the rear window-door at a horizontal angle to the road. This would give the station wagon effect of cool air coming in from the rear and allow you to keep the front windows closed. It would be cool and airy without the direct wind blast or noise.

This is one imported car that won't have the new owner crying for more power after the first month of driving. There is plenty more there I'm certain and I'm in the midst of some development on that point right now. I expect it to make a good race car in production classes next year, but I had to drive the car to believe this. I thought when first told the specifications that there just might be a little sign under the dash somewhere that would say "I don't want to be a race car." I looked everywhere for any indication that this might be true, but finished up with a great deal of enthusiasm. Don't be too surprised to see a GT-6 being entered in Class "E" or "D" modified this year in the SCCA events.

Triumph dealers have the GT-6 right now. Take a test drive and you may find yourself with one in your garage!

## Ohio Triumph Club Off To Fast Start

After two months of behind-the-scenes organizing, the Triumph Club of Ohio became official with the adopting of a charter and the election of officers at the January meeting.

It was the vision of four Triumph owners who wanted a club of their own that started the ball rolling. First they contacted the general manager of Stark Sports Cars of Canton, Phil Mehollin, who furnished a list of Triumph owners in the area. Then the mails were filled with letters to the owners and the air waves were filled with phone calls to inform all the people of the first meeting to be held in October. The results were gratifying. By the January meeting the club had grown to over twenty-five members with interest increasing every day.

In January the name Triumph Club of Ohio was adopted and the following officers installed:

President — Bill McCollum  
Vice President — David L. Blessing  
Secretary — Barb Drillion  
Treasurer — Pam Bixler  
Directors — Phil Mehollin, Tom Hodgson, Ray Byers

The club meets the second Wednesday of each month at 7:30 P.M. at Stark Sports Cars on the corner of U. S. 30 and I-77 in Canton, Ohio.

At the February meeting the members were treated to a sneak preview of the GT-6 and the first rallye of the year, a Poker Rallye, was explained by rallye master Dave Blessing.

This is a new and growing organization and has much support from the news media in all of Northeastern Ohio. Any Triumph owner who is interested in the club may get information by writing the publicity chairman, Ray Byers, 1725 Mt. Vernon Blvd. N.W., Canton, Ohio, or calling Phil Mehollin at 452-5796.



Organizers of Triumph Club of Ohio, left to right, Dave Blessing, Pam Bixler, Kay Paulus, Bill McCollum.

Those interested in events may contact the above or find them announced in: Cleveland Plain Dealer, Canton Repository, Akron Beacon Journal, Massillon Independent, Wooster Record, Dover Times, New Philadelphia Daily Times, and radio stations WOIO (CBS), WHLO and WINW.

With such media support is it any wonder that this young club has grown so rapidly in the last four months.

## ON SHOW AT THE SHOWS

(Continued from page 1)

- The hustler. He knows quite a bit about the cars, but he tries to lead the sales people down the garden path. If they misstate something as he understands it, he pounces with great delight, stripping off his guise as a novice (without even stepping into a telephone booth) and assuming the expert's role with a sneer to this uninformed wretch before him.

- The collector. There are several varieties of these. One collects literature, whether it is in English or Swahili. The more esoteric and more expensive, the better. He loves those shopping bags that the Japanese marques give away and fills them up one after the other with brochures, pictures, fliers, catalogs, you name it. Once outside, or in some dark Coliseum corner, he may discard most of it, but he feels his mission in life is to soak up as much of these things as possible from the exhibitors.

Another collector likes souvenirs. Little things like dashboard knobs, radiator caps, antennae, signs, artificial flowers, battery caps, badges, you name it. Again, he may discard them once outside the show, but the "getting" is most of the fun.

- The photographer. His flashbulbs are going off at a rate designed to make Kodak and Ansco absolutely delirious. His pictures, if they turn out at all, have a short life expectancy, but at least they're his. If he momentarily blinds several people each time, tough. If he knocks you down to get up front, tough. He is doing something, not just walking around a show trying to look at a few cars.

- The steerer. Usually the steerers are rather young men, who can't do any driving on the streets yet because of their age, so they make like Jim Clark or Mario Andretti at the auto show. Once behind the wheel, they are hard to dislodge, and they move aside only reluctantly, then usually for another member of their set. Professional courtesy, you know.

- The watcher. Girl watchers usually are guys, guy watchers usually girls, although not necessarily so. Girl watchers fall into two classes of course. Watchers who watch the gals on the auto display stands and who do so openly. And watchers who watch the other gals at the show, usually somewhat surreptitiously. Gals in mini skirts or tight pants or other highly eye-catching styles are watched most. So are guys with long hair, tight pants and short coats or leather jackets. Occasionally a watcher looks at a car, but only to rest his or her eyes for an instant.

- The enthusiast. For example, he can be a Triumph driver and proud of it. He spends a great deal of time at his marque's stand, talking with salesmen and visiting firemen. He looks at other exhibits, particularly those of his marque's competitors, but usually sneers somewhat at the unbelievers. If he actually races, he tries to learn how to improve his chances, both by changing his car and learning the weaknesses of the other cars in his racing class. When engaged in such activities, he takes on all of the coloration of James Bond.

There are many other varieties of *Visitus Americanus*, *Automobilus* extant these days, but space will not permit a full cataloging here. You can spot them easily, however, if you look carefully. And if you do that, you will become one, too. It's called the observer-of-life's-passing-scene variety, I believe.

Have fun, but look at some cars too.

# COOL IT!!

## Oil Cooler Kits for Spitfire, TR-3 — 4 and 4A

Recent magazine articles have aroused considerable interest in the use of oil coolers. Although not a necessity, a cooler provides a high-degree of engine protection by supplying the main engine oil galleries with fully-filtered oil that has been cooled considerably. Low oil temperature is a prime concern to competition drivers and those who do a lot of high-speed touring but it will benefit every owner.

The Cooler Kits, Triumph part No. V-114 for the TR-3 - 4 and 4A and part No. V-177 for the Spitfire, are complete with attaching brackets, high-pressure hoses, adapting block and special fittings, as well as the light-weight aluminum cooler itself, which has a very high rate of heat dissipation. These kits have been tested in great detail by the Competition Department and are approved by the Standard-Triumph Motor Co. and available through its dealers. The price is \$69.95.

In the East, where winter is still helping to keep your engine cool, it may seem a bit early to think about summer touring but why not be ready when spring comes along and brings out the enthusiasm in you? In the West, where high-speed touring is a year-round pleasure, the oil cooler will allow you to use your Triumph's performance to its fullest without fear of overheating.

### FOR SALE

TR-4A luggage rack and ski rack for trunk. Both items less than two months old. Best offer.  
Contact: Richard Brick, 440 E. 81st Street, New York, New York. Phone: (212) 861-0414.

### FOR SALE

Dismantling for parts, 1965 Spitfire with body damage right side. 14,000 miles engine, new clutch, tonneau, 2 new snows, excellent rubber 4 wheels plus spare; mechanically perfect. Any reasonable offer considered for parts or \$300.00 for entire car.  
Contact: Ralph F. Brady, 45-50-196th Pl., Flushing, New York 11358. Phone: (212) HA 8-8640.

### FOR SALE OR SWAP

4 good (used) spoke wheels for a TR-3A complete with hub extensions, nuts and tires.  
Would like a good (used) hardtop for 1961 TR-3A — any color — decent condition — all mounting parts.  
Contact: Robert Gustafson, 12 Riverdale Ave., Monmouth Beach, N. J. 07750.

### FOR SALE

TR-3 or 4 Abarth Exhaust system, \$25. Tonneau cover for TR-4 (white), \$12. Top for TR-4 (white, needs stitching), \$8. Pair of black Allstate seat belts with hardware, \$5.  
Contact: Leslie L. Alexander, P.O. Box 319, Tuskegee Institute, Alabama 36088. Phone: (205) 727-4810.

### FOR SALE

TR-4A — Blue Conv., Excellent condition inside and out, 14,500 miles, Michelin X Wire Wheels, never raced, \$2,200. Reason for selling — increasing family.  
Contact: Howard Nutt, 70-23 66th Street, Glendale, New York 11227.

### FOR SALE

TR-4A, 1966, 24,000 miles, red 2/black interior, black top, radio, heater, wire wheels, walnut dash; excellent condition, original owner.  
Contact: James Cole, 65 Hinchmans Avenue, Wayne, New Jersey. Phone: Weekdays 9:00 a.m. to 5:00 p.m. (201) 288-2215.

### FOR SALE

2 brand new competition shocks (rear) for TR-3 or TR-4 — \$20.00 PPD.  
Contact: Peter Glann, 5960 Flanders Rd., Sylvania, Ohio 43560. Phone: (419) 882-3056.

### FOR SALE

TR-4 transmission, \$80; S.U. Carbs on TR-3 manifold with linkage, \$35; TR-3 Tonneau cover, white, \$15; also miscellaneous body and drive train parts.  
Contact: H. W. Gray, Haley Rd., Kittery, Maine. Phone: (207) 439-0803.



## Club Director/Dealer Honored

Vic Thunberg, the Triumph dealer in El Paso, Texas, was recently honored with an award from the Standard-Triumph Motor Company for outstanding salesmanship and service to his customers. Vic is shown in the above photograph standing to the right of the Honorable Judson Williams, Mayor of El Paso, holding Vic's award. On his left is Bob Pistor, Vice-President - Sales for Triumph, seated is Vic's lovely wife, Freddie and behind her Bob Kerr of Triumph.

Vic is a director of one of the guiding lights of TOCEP, the Triumph Owner's Club of El Paso. The club recently held its annual International Slalom in Juarez, Mexico. The President of the club, Col. Bob Mitchell, whose picture has appeared in our pages in the past, was pleased to announce that 55 entries participated in this successful event. Mayor Williams was on hand to try out the circuit and kick-off the day.

## 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

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-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.

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 or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.