



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. VI, No. 5

MAY 1960

HAPPY AMERICANS LEAVE FOR TRIUMPH RALLY OF EUROPE



53 SKIDDOO Pictured above is about half of the group of 53 Americans who boarded a plane for England a few weeks ago for the first Triumph Rally of Europe, 1960. Most of the people shown had just stepped off a plane from some other part of the country that afternoon to rush to a get-together cocktail party at the New York International Airport. After checking in and receiving last minute briefing, the strangers-no-more relaxed at dinner in a restaurant overlooking the field. Then amid a flurry of waves and goodbyes and posing for photographers, they hopped on their BOAC Britannia and settled back for a catered flight to London and 30 mad days on the Continent.

Some of the Rallyists were headed for their second time around. Mr. and Mrs. Frank L. Rownd of Shaker Heights, Ohio, (*Mr. Rownd shown foreground second from right*) and Mr. and Mrs. George H. Percy of Manhattan Beach, California, (*standing seventh and eight*

from right, Mr. Percy with glasses and Mrs. Percy with a fur,) were on previous rallies. More than 500 Americans have taken part in the Rallies since they were begun in 1957, and over 250 TR's sold. A second rally leaves on May 27th going over the same route through eight countries.

If those smiles seem radiant (and maybe just a little blurred,) it's because everyone was having a good time. They didn't realize it, but this was just the beginning of their beaming for photographers. The Rallies always cause a great deal of excitement in the press, and for at least 30 days, if not for a long time after that (as luncheon club speakers and office raconteurs) the Rallyists are celebrities.

That warm evening in late April there was more than a kind feeling of envy coming their way from well-wishers. "Bye-bye," someone said, "And don't worry about sending a post-card... I think it would break me up."

CLUB NEWS

Be proud of us for the fact that we are going to resist the temptation to talk about doing things in a big way in Texas. They just do, that's all. About three months ago, a local TSOA was formed in Houston and we thought it would be similar to most clubs that begin with 25 or 30 interested parties. But on May 3rd, the Houston Chapter, in conjunction with Clint Thompson of Southwest Triumph Distributors, held a banquet and drew 150 PEOPLE! It was better news than a price war and people drove in from all over the state — as far as San Antonio.

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A warm welcome to the newly formed TSOA in New Hampshire. Phil Stone of the Ferry Street Garage in Hudson wrote us the other day to say that things were rolling along nicely and that the name of the organization will be the Nashua-Hudson Area Triumph Club of New Hampshire. Here's the chance now for all you people in the area who have written us — a breakthrough, at last. Why don't you give Phil a call at TU 2-1521?

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Jack and Mary Conover went stealing in another camp a few Sundays back. The Conovers are banner carrying members of the Triumph Motor and Petrol Society in New York but on April 24th, they went over the river and ran off with 2nd place in a rally thrown by the Triumph S.C.C. of New Jersey. Al and Jane Paulton of the same club went along, took 10th place (out of 34 cars) and won the Novice Trophy. TMPS runs an annual club championship, and surprising as it seems, Jack Conover, with all his wins, is lead in the point standings by Stew Epley, 670 to 661.5.

Owner John M. Wyatt III and driver James ("Muddy") Waters, of Richmond, Virginia, are setting out to prove that they have the "Best prepared TR on the East Coast." On April 10th, they entered the SCCA races at Vineland, New Jersey, finishing 4th in the third race with 24 cars, and 5th in the sixth race behind 3 Porches and an Alpha Veloce. The following week meant a first in class at the SCCA Nationals in Marlboro, Maryland. John and Jim co-drove this TR-3A to 3rd place in Marlboro's six hour endurance run last year. We know they're planning big things because they asked us to send them a whole new supply of competition result sheets. And we're sending 'em.

"STAND 11, THE AUTO SHOW"



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As you can see, the exhibit was made up of tall arched canopies enclosing a center "courtyard" in which a chassis was displayed on a high revolving staff. An international theme was embodied with the use of flags from all the nations of the world where Triumph is sold.

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All this top notch performance takes on proper perspective when you realize that of the over 225 starters, only 109 finished.

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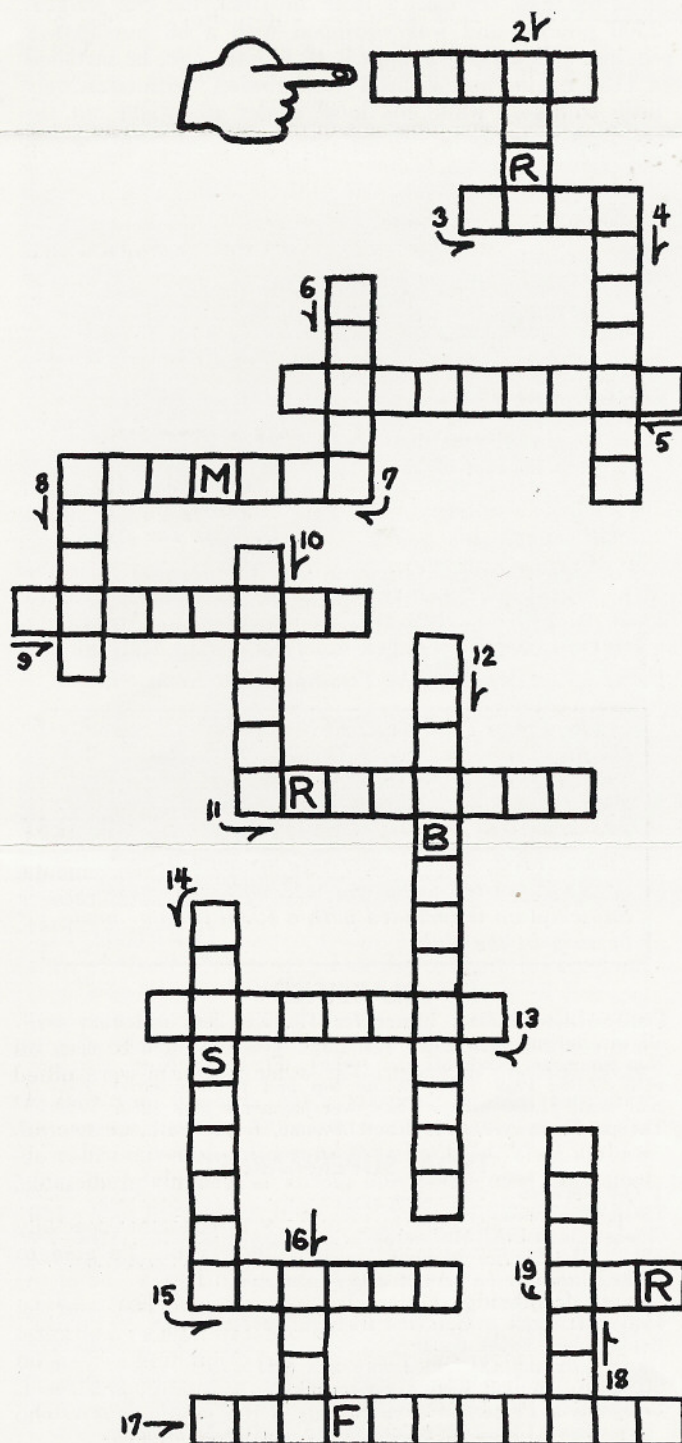
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CROSSED COUNTRY RALLY II

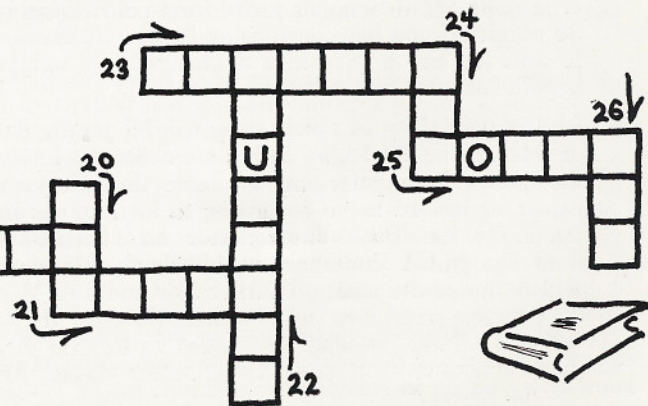
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When you reach the finish line, recheck your answers, then tear off this page and send it to us. (We'll mail you another fresh copy.) The first ten rallyists to successfully complete the course will receive a Members' Handbook. O.K.?

Please to begin.



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2. Scarlet O'Hara's split level on an acre and a half.
3. Rallying's Poor Eliza
4. A run for your money
5. The numbers man on the right, pencil in hand
6. The flag that means, "Disqualified, report to your pit immediately."
7. Scrambled directions, treasure hunt, sealed instruments, et al.
8. What Magda and Jolie have in common.
9. Scene of the International Automobile Show
10. Hark, Triumph's new product, three full engineering years ahead of all other economy cars.
11. Triumph (sdrawkcb)
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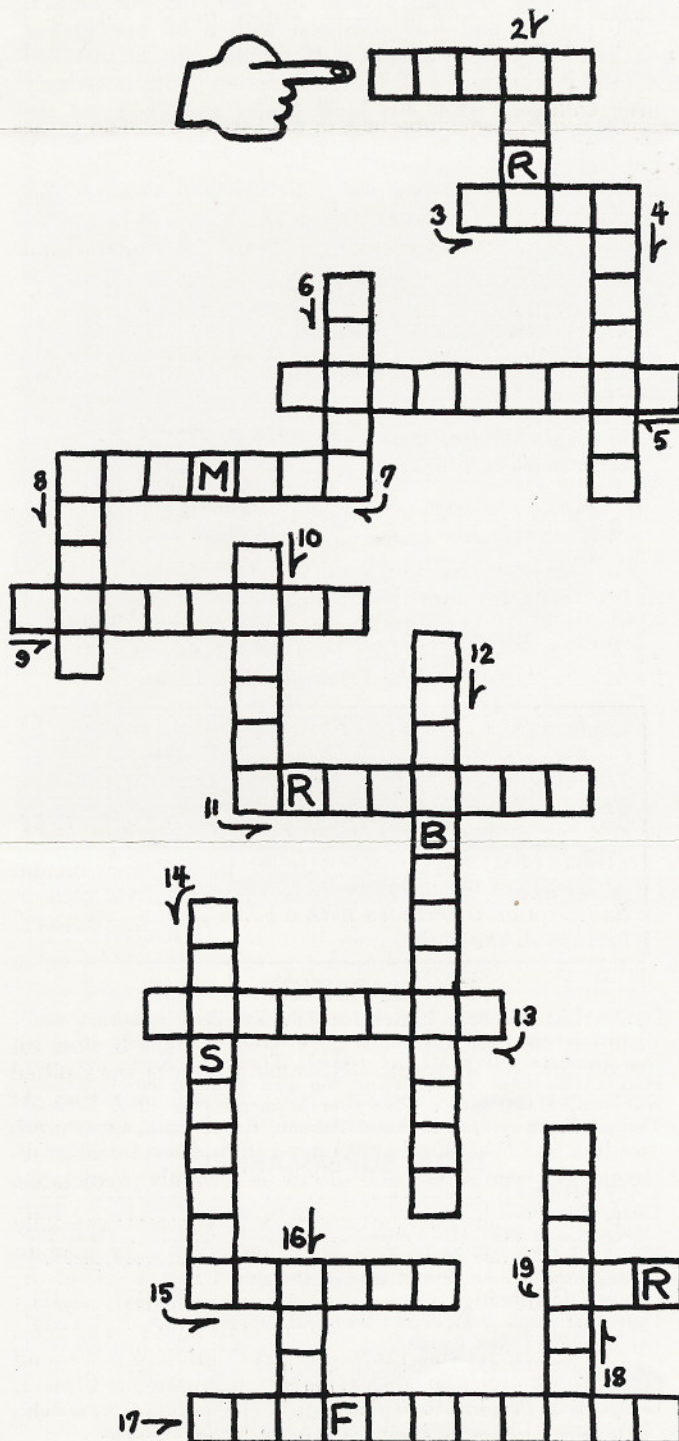
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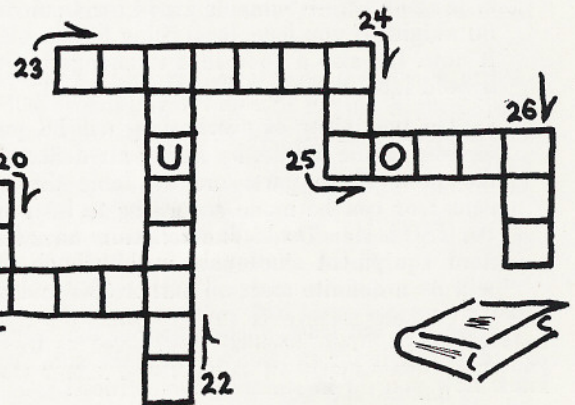
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COOL MOVES FOR WARM WEATHER

1. **TOP, TONNEAU AND TOP FRAME:** We won't go into the procedure for putting the top up and down but here's how to make it easier. Put 1 drop of penetrating oil on each top frame joint and a drop of 3 in 1 or similar household oil inside all Tenax fasteners. These are the fasteners on the windshield. A tiny bit of oil on the Dot fasteners isn't a bad idea either. It prevents the possibility of rust.

2. **WHEELS AND TIRES:** Wire wheels should be checked carefully for any loose or broken spokes. Both wires and disc wheels need balancing for proper operation. All Triumph wheels are carefully balanced at the factory but wear and tear on wheel and tire can change this. It goes without saying that you should replace badly worn tires and that you should use only top quality tires, like Michelin X or Dunlop.

3. **LUBRICATION:** A general chassis grease job is essential and don't neglect the front wheel bearings. These should be packed every 6,000 miles on disc-braked cars and every 12,000 on those with drums.

4. **BRAKES:** Check the linings and disc-brake pads. Worn parts should be replaced. Owners of earlier TR-3's will find that brake-pad wear decreases if they use dirt shields on the front brake assemblies. These are parts number 204378 and 204379 and will protect the brakes during bad weather all year 'round.

5. **GENERAL MECHANICAL:** A spring tune-up is sometimes needed after the engine has suffered through the rigors of winter driving. However, a few miles of fast driving and high revs will often be enough to take care of winter-induced sluggishness. Several things on engine and drive train should be checked anyway, just in case.

a. *Thermostat* — Remove the winter one, if installed, and replace with the summer unit. Make sure the unit is functioning properly. DO NOT remove the thermostat.

b. *Cooling System* — Drain and flush thoroughly. If an unusual amount of foreign matter is present in the water, use a good radiator cleaner. Add a can of rust-preventative to the fresh water. If there is any indication of oil or gasoline in the water, look for the possibility of a blown gasket and re-torque the head bolts to 100 lbs./ft. with the engine cold. Check all hoses for leaks as well. Check the fan belt. If it is worn, replace it. Shut off the heater valve on the cylinder head.

c. *Carburetors* — Make sure the mixture is not too lean as this can cause overheating.

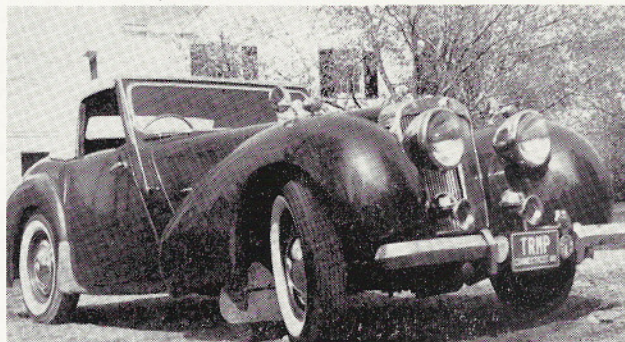
d. *Valves* — Make sure that the tappets are correctly set to .010" with the engine cold.

e. *Engine Oil* — Summer grade for U. S. driving is 30 weight. If you have been using lighter oil, change it now. It's also a good idea to change to 90 weight hypoid lube in the gearbox and rear end.

f. The possibility of overheating will be greatly decreased in the TR-3A by fitting air deflectors inside the grill. These parts are available through your dealer or can be made according to instructions in the TSOA Handbook. The deflectors have been standard equipment since part way through 1959 but will be a definite asset on earlier 59's and 58's.

Last, but not least, vacuum, scrub the carpets, wash it and polish it for protection from the sun. And let us know how you do in summer competition!

RUSTY ROADSTER REBORN



Triumph was building automobiles that were pretty sporty and even pretty elegant long before the TR-2 was conceived. Take this Triumph 2000 Roadster, for example, that Dave Lee of West Hartford, Connecticut, has acquired and renovated. Built in 1949, the car weighs 2500 pounds and was equipped with a 68 horsepower engine. When Dave bought it 18 months ago, he installed a TR-3 engine and 4 speed transmission "with amazingly little trouble," while his local dealer smoothed out the dents in its aluminum body and steel front fenders. All the chassis and suspension needed was lubrication. With the exception of the new wing mirrors, that front chrome is original.

Dave writes:

"A personal car you say? I've never passed another like it. To be sure, a car 11 years old is bound to have a few new breakdowns, but considering the use the car gets, I couldn't ask for a better machine. I enter all the rallies and gymkanas I can find time for. She gets me to the University of Hartford on time every day, and is even occasionally called on to tow one of my other cars around. The rumble seat is ideal for toting either passengers or all the assorted junk that collects in a car.

"What is the best all-round sports car? TRIUMPH, then and now!

Sincerely,
David B. Lee"

For this interesting angle on a Triumph reborn, Dave's picture wins for him the Spring Photo Contest, a copy of the newly revised and even better reading RALLY'S TRIALS & GYMKHANAS by David Hebb and Arthur Peck. (Next Month: The Triumph 1800 Roadster)

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 170, Radio City Station, New York 19, New York. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, Herald Sports Coupe or Convertible) or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.

CLASSIFIED

FOR SALE: Auxiliary heater for TR. Excellent condition with all attachments and instructions for installation. Make offer to Ron Simmons, 218th MI Det (Abn)., Ft. Bragg, North Carolina. FOR SALE: 1959 TR-3, White top and tonneau cover, heater, rear seat, 11,000 miles. Take over payments plus \$200. Contact Thomas E. Sawyer, 6744 Knott Avenue, Buena Park, Calif.

TSOA SUPERMARKET

TSOA Neckties	\$5.00
TSOA Handbook	1.00
"Please Don't Dent Me" cards	\$1.00/100
TR-2-TR-3 Service Manual	10.00
Girling brochure on care of disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA Badge	1.00 each
Owner's manual (as issued with new car)	1.25
Standard Triumph Review Subscription	\$2.50/year
Competition Preparation Bulletin	FREE

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