



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. V, No. 4

APRIL 1959

TR-3 GETS 97.40 MILES PER GALLON

SIX FIRSTS FOR TR IN ECONOMY RUN

Triumphs took over the winners list in the Fifth Annual Republic Motor Sports Club Economy Run, held April 5th. The Vogt/Call car, pictured above, took First Overall, Best Triumph, Best car of British manufacture and Best in Class (1601-2000 cc), averaging 97.4 actual miles to the gallon and 122.5 ton miles per gallon. Best of the Ladies trophy went to Jeanne Knight in her TR with 44.63 MPG and 54.61 TMPG. Raymond and Miriam Staten bagged the Best Husband/Wife Team award with 63.01 MPG and 77.51 TMPG.

Over 100 cars, from Fiat 500's to Cadillacs, competed in the run which covered approximately 100 miles of

Long Island highways, ranging from parkways to paved, but rough, back roads. Entrants were required to complete the course at an average speed of at least 30 miles per hour. Cars are required to be in almost stock form, with technical inspection carefully checking such things as tire pressures, exhaust systems, etc.

A special feature of this event, held in conjunction with the New York Division of the Shell Oil Company, is free gasoline! Entrants are urged to arrive with almost empty tanks and the Shell Company tops them up before and after the run.

Sports cars can be and *are* economical. Congratulations to the winners and let us hear no more from TSOA members about gas mileage!



SPORTS CHAMP—ECONOMY CHAMP: Hal Godett, Chairman of the Republic Motor Sports Club Fifth Annual Economy Run, presents First Overall trophy to driver Tom Vogt and Navigator Dick Call. They took four firsts with 97 miles per gallon.

(Photo courtesy Republic Aviation Photo Dept.)

"ANY TIME IS TRIUMPH TIME"

600 dazzling new automobiles strutted proudly in New York City's Coliseum April 3rd, their trim lines enhanced by beautiful fashion models. Popping eyes and flash-bulbs marked the opening of the 9-day International Automobile Show and the beginning of one of New York's most exciting exhibitions. Ten countries were represented: United States, England, France, Germany, Eastern Germany, Czechoslovakia, Italy, Sweden, Japan and the Netherlands.

Standard-Triumph's display aroused considerable attention. A powder-blue TR-3 Hardtop and Roadster, Sedan and Estate Wagon edged the booth, while in the center was a cutaway TR chassis on a high revolving staff. The slogan, "Anytime Is Triumph Time", keyed the exhibit which was colored in all shades of blue, even to the polka-dotted sweaters worn by the twin blonde models seated at the information desks. Behind each car was a set of open screens with photos illustrating the car in action, while over the car swung a mobile representing one of the four seasons. Each screen was decorated with signs of the Zodiac for the appropriate months of the year.

A sharp scent of competition was in the air because each guest had the rare opportunity to compare all models in the market by simply walking from display to display. Seeing the press of crowds around the Triumph products, you couldn't help feeling pride in your own choice of automobile. As many visitors to the booth said with a smile, "Sure, I drive one myself!"

DADDY'S LITTLE NAVATOR

Piles of ponderous prose could be written to describe a sports car rally, but your editors have found few articles to equal this charmer . . . a rally seen through the eyes of a little girl. We quote TROC TALK, which in turn was quoting Jan Champlin, daughter of TROC member Dave Champlin.

A Rallie

I like rallie. A rally is a game simeller to a race but your not on a race track. Someone sets out a track. You have a paper that tels ouy which way to go and how fast to go. Then when you have gone where the paper tels you to go you land up far away from where you started and the rally master checks your time. Then, about a month later there's a meating held. The rally president tells who wone the rally. I went on one rally and at the meating I found out that my Daddy and I had come in secons. We wone to trofies one for the driver and one for navator. The navator is the person who reads the institution.

Last month I went on another rally it was called a hair and hound rally. It is a different type of rallie you do not have institutions you follow a T written with white paint. You turn or go straight ahead which ever way you think you should go. If you were to turn left and went a mile and didn't find another T you would turn back and go to last T. Then you would go straight or turn. Last night was the meating. My Daddy, Mommie and I had come in second place.

We won another trophie.



TIDE'S IN AT SEBRING — The John Bentley/Robert Samm TR-3 #21 splashes down the straight during the 1959 Sebring Race. Heavy rain dampened the high spirits of the crowd and slowed lap times for much of the race.

SEBRING RE-CAP

After a start under cloudy skies which held little hope of sunshine, the 1959 Sebring Race rapidly became a contest to see which car had the best waterproofing. As you can see in the photo above, 100 MPH speeds produce a water-skiing effect and the general effect on handling was to make the track seem like glare ice.

The rain was equally disastrous in the pits where the uniform of the day was swimming trunks and mechanics slaved away under the cars lying in six inches of water. Tools were laid down and disappeared in the mud. Under such conditions, it's surprising that so many cars underwent major repairs and returned to the race.

Triumph #20, driven by John Bentley and Robert Samm, suffered severe front end damage in an encounter with a curb about half way through the race. Following three hours of pit work, it re-entered and finished, although very far back. #21, the car of Col. Fred Moore and Charles Kolb, ran without a hitch until half an hour before the finish when trouble developed in the valve gear. Frantic pit work disclosed a broken stud on one rocker pedestal and there was not sufficient time to make the repairs before the checkered flag had fallen.

That's the way the ball bounced (or splashed) at Sebring this year. We'll just say . . . wait for the next one. LeMans!

NEWS OF THE LOCAL CLUBS

The St. Louis TSOA has just entered its second year of activity and reports a healthy, growing membership. Newly elected officers are: Paul Mars Presiding, Donald Poskin Vice-Presiding, Charles Wolfe taking notes and money, and Donald Ingebretson chairmaning club events. The club is always interested in new members, so, if you're interested, contact Charles B. Wolfe, 9165 Robin Court, Brentwood 17, Mo.

The Triumph Sports Car Club of New Jersey, looking for a name for their new newsletter, narrowed the suggestions to four, one of which was "HPMUIRT". That's TRIUMPH spelled backwards and we heard them pronounce it "Hoomp-furt". At the April 1st meeting, HPMUIRT gave way to TRIUMPH TRIVIA. The New Jersey group is going lickety-split, both in bringing home hardware and running events. Their George Washington Cherrytree Rally on February 22nd had what was unquestionably one of the largest turnouts ever for a New Jersey club event — 58 cars! President and Rallymaster, Jack Griffiee, tells us that their Second Annual Mother's Day Rally will start from Sandy's Charcoal Hearth, Route 4, Paramus, New Jersey. The date — May 10th. The time — 12:30. This is a call to all New Jersey mothers to help the TSCC of NJ break 60!

The TROC March Hare Affair was a wild chase indeed. 35 cars were expected and 80 showed up! Frantic Rally workers had just managed to get the last car away (three hours after opening up), when the first car returned. Troubles included everything from running out of instruction sheets to counterfeit bunnies painted at key intersections by pranksters. TROC TALK reports that three disgruntled would-be entrants lost patience and left in a Huff, a Porsche and a Cadillac. 63 cars finished at last with TROC Dick and Ginny Taylor taking First and Tom and Mickey Stamper Second. We're looking forward to hearing about their April 11th event—The Lark of Lady Luck. All entrants are being provided with "escape kits" . . . sounds sinister.

A toot or two from The HOOTER. Triumph Sportscar Club point standings show the Morrisons on top, Turners second and Featherstones third. This group is continuing its heavy schedule of events, having had a regular meeting (held in a bank, no less . . . that's quite a treasury for a sports car club), two competitive meetings and a Tinker Session. These folks get real cooperation from their dealer, Mon-Arc Motors, who give technical help and open the shop for club use occasionally.

NEW CLUBS IN THE MAKING:

Dave Stone and Bob Stein of Fine Cars, Inc., 9216 Superior Ave., Cleveland 6, Ohio, are setting up the Triumph Sports Owner's Club of Cleveland. They want to hear from any Clevelanders who want to get with an active group. You can even phone them at SW 1-4644.

Another club coming up strong is in Rochester, New York. Get in touch with Tony Schott, 277 Conkey Ave., Rochester, New York.

Do you live near Savannah, Ga? Call or write Charles J. Marino at AD 4-4336, 1319½ E. 39th St., Savannah. Mr. Marino is a First Lieutenant in the Air Force. When on the ground he drives a TR and wants to get a club started.

SERVICE

GET SET FOR WARM WEATHER: It's a great temptation to put the top down and roar off down the road on the first fine day but there are a few items of spring cleaning which should be taken care of first. Here are our hints for getting your TR in top shape for the hot weather.

1. **Engine Oil:** If you have been running a light-weight oil during the winter, switch over to a heavier grade for the hot spell. Consult your Owner's Manual for the correct grade to suit your local climate. Factory specs say SAE 30 in 40-70 degree temperatures, SAE 40 for over 70.
2. **Transmission and Rear End:** Latest factory specs indicate that 90 weight hypoid is advisable in both gear box and rear end during the summer. This includes cars equipped with overdrive.
3. **General Lubrication:** While you're at it, better get a complete lubrication. Sloppy winter streets remove more grease from vital spots. Have your dealer lubricate the car and check the wheel bearings if it has been more than 6000 miles since they were packed.
4. **Detail Work:** We suggest that you drain the *anti-freeze* and flush the cooling system with fresh water. It's time to change back to your *summer thermostat* if you have been using the winter one. You'll notice some unwelcome heat in the cockpit unless you remember to shut off the *heater valve* on the cylinder

head. Clean *plugs and points* . . . replace if indicated. *Test compression* and consider a valve grind if pressures vary more than a few pounds. Check your *brake linings*, particularly the inner pads on the front disc . . . winter weather increases lining wear.

5. **Spring Cleaning:** Man the vacuum! Take up the floor mats and carpets and vacuum away the winter's accumulation of grit and gravel. Carpets need a good brushing. A wax job will pay dividends in protection for the paint from the hot sun. Always use your tonneau cover when parking in the sun . . . the leather may fade. It won't hurt to go over the seats with saddle soap.

GUARD AGAINST POSSIBLE OVERHEATING: On these very hot days, if you are using your car in congested traffic areas, on mountainous roads, etc., the temperature gauge may creep into the red. Owners of '58 and early '59 TR's with the wide grill will benefit from the addition of deflectors to fill the gap between the inner fender valance and the radiator. These deflectors prevent air from flowing past, rather than through, the radiator core and increase the cooling efficiency. The factory has made all this easy by announcing deflectors made of millboard and painted to match your car. These are fitted as standard from TS 40104 and will be available as spare parts. However, they will not be available until well into the hot weather and we suggest that you go ahead with the simple installation below.

To install the deflectors, first remove the front bumper guards, the grill and the bumper guard support tubes. Cut two pieces of light aluminum sheet the height of the inner grill opening and wide enough to fill the gap between radiator and fender. Ideally, the deflector should be wide enough so that the outer edge can be secured by the bumper guard support tube mount. Allow an extra inch in height and bend a mounting flange at the bottom of each deflector. The flange should face forward and be provided with three holes. Use sheet metal screws through these holes to mount the deflectors directly to the floor of the grill opening. When re-installing the support tubes, secure the outer edge of the deflector to the mount, make sure that the inner edge of the deflector is flush with the radiator side and the job is complete.

Caution—Overheating may be caused by improper point adjustment, bad timing, loose head bolts (even no water in the radiator!). Check these things first if you have an overheating problem and see your dealer for expert advice. Drop the TSOA a line if you have problems installing deflectors.

1959 RALLIES UNDER WAY!

70 new TR owners are happily touring Italy now, well into a glorious month in Europe on Triumph Rally #1. May 1st will see Rally #2 on its way to Prestwick Scotland, for three weeks including the Scandinavian countries, the Lowlands, France and England.

Rally #4, which leaves September 11th, still has 25 seats available. Rally #4 follows the same route as #1 . . . 30 wonderful days in England, France, Monaco, Italy, Switzerland, San Marino, Austria, Germany and Liechtenstein. You'll never have a more perfect opportunity to see Europe the way you've always wanted to . . . behind the wheel of a TR-3. First class accommodations at low group rates are another advantage. Why not go . . . or tell your friends! The TSOA has complete information . . . send for it now!



IT'S A CIRCUS! — Maritella, famous aerialist, does her act from a TR-3 with husband, Don Woods, driving.

FLYING HIGH WITH TRIUMPH

Maritella, internationally famed aerialist, and husband Don Woods, chose a 1959 TR-3 as the "understander" for her new act, which features stunts atop a 25-foot pole, mounted securely in the TR. While she performs, her husband drives the car through intricate maneuvers.

Maritella, who starred abroad before becoming top aerialist with Ringling, Pollack and Oren Davenport Circuses, and Woods, selected the Triumph because of frame strength, suspension, handling qualities and dependability in action. Her act, including neck swivels, back ankle drops and toe hangs, is performed at speeds between 25 and 50 miles per hour.

Woods is a thrill and race driver and plans to compete in E Production racing when not on tour.

TROPHY TIME

On March 22, the Triumph Motor and Petrol Society of the Bronx, New York, held their Windy March Rally. Stepping away with First Place were members L. Zapata and J. Browne in, of course, a TR-3.

Addenda to our report on the results of the Birmingham branch, Alabama SCC January Rally. Bob Sprague and Gene Bennett placed 7th in the hilly, windy event. In March, Bob, driving with Carolyn Horne, won First in another club rally.

March 22nd was the day for the Northern Illinois TSOA "Four Leaf Clover Rallye". This was an open event that drew an excellent turnout on a clear, brisk day. Navigators were put to the test as the event was planned to be a real challenge. First Place went to D. Maser/D. O. Nelson. Highest placed TR was the second place car of G. Schoolers/D. Campion.

"I have been racing various marques for four years and have yet to find a sports car with as much stamina and fun per pound/dollar as the TR-3". So writes W. E. Aldrich-Ames, II, of Minneapolis, who runs his TR in E Modified events. With only slight modifications, the car carried him to Third Place in E Modified at the Elkhart Lake 500. This year, since six of thirteen available races are more than 350 miles from his home, Mr. Aldrich-Ames plans to drive the car to all races, towing a trailer (!) with spares, pit equipment and luggage.

Sundry victories by members of the Triumph SCC of New Jersey: First Place, Scuderia X Rally — Jack Griffee, Second Place FCCA Rally — Mr. and Mrs. Zuckert, First Place Tropaion Q Rally school — Mr. and Mrs. Donahue, Second Place Tropaion Q Rally — Harry Terhune.

From Parris Island, Captain Kinsman Boso sends an impressive record of first places. Since purchasing his TR-3 last August, he has taken First in the Beaufort SCC Hare and Hounds, First in their Broad River Rallye and First in a SCCA Gymkhana in Charleston, S. C. He is eagerly looking forward to resuming competition this spring when his duties as Vice-President/Activities Chairman of the Beaufort Club are terminated.

TSOA SUPERMARKET

"Please Don't Dent Me" cards.....	\$1.00/100
TR-3 Service Manual	9.00
Girling Brochure on care of disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors.....	FREE
Replacement TSOA BADGE	1.00 ea.
Owner's Manual (as issued with new car).....	1.25
Standard Car Review Subscription.....	2.00/year
Competition Preparation Bulletin.....	FREE

CLASSIFIED

FOR SALE: Engine and complete running gear for low-mileage 1959 TR-3. Most other parts including seats, body parts, heater, wiper and instruments. Russ Smith, 196 S. Main St., Rutland, Vermont.

FOR SALE: 1959 TR-3 engine and transmission, complete. Run only 2000 miles, never raced and in perfect condition. \$550.00 complete. Capt. Marion A. Lewis, Jr., M.P.C., Co. A, 503rd Military Police Battalion, Fort Bragg, N. C.

WANTED: Used hardtop with all mounting brackets and hardware for 1958 TR-3. Gene Bennett 901 - 51st St. W., Birmingham, Alabama.