

TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

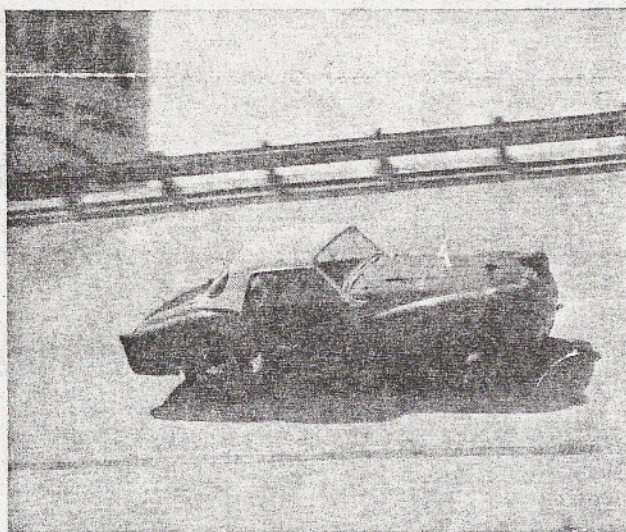
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CLASS RECORDS SMASHED BY TR-3 AT MONZA



RECORD ENDURANCE — One of the seven Cambridge students who put a TR-3 through its paces for eight records at Monza, flashes around one of the high-banked curves at the famous Italian Autodrome.

5000 MILES AT 102.5 MPH!

Eight new International Class E (1500-2000 cc) records were set by a TR-3 at the Monza Autodrome in Italy during the last week in July. Seven British students, all members of the Cambridge University Automobile Club, drove the car on the four-day stint. The new records are:

2000 miles at an average of 102.1 MPH
(was 100.39 MPH)

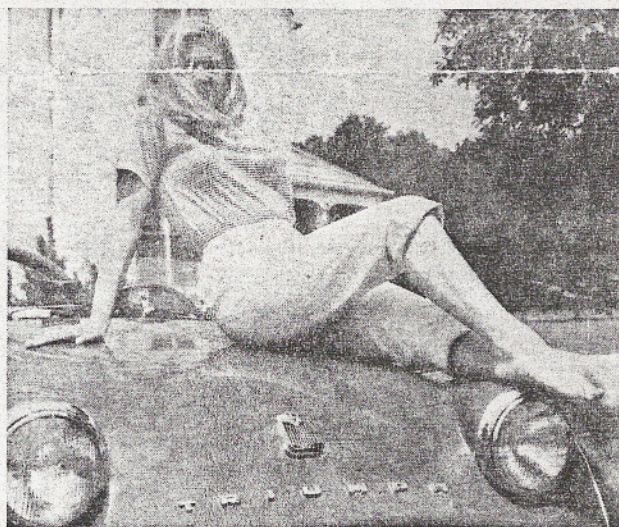
5000 miles at an average of 102.5 MPH
(was 94.73 MPH)

5000 kilometres at an average of 102.5 MPH
(was 96.66 MPH)

10,000 kilometres at an average of 102.6 MPH
(was 80.93 MPH)

The speed records for 1, 2, 3 and 4 days.

The car used was a stock TR-3 and all the student-drivers were amateurs. The record attempt was supervised by the Automobile Club of Italy and, although there is no reasonable doubt, the records are subject to official confirmation. It's interesting to note that the eight records were previously held by four different cars.



SPORTS MODEL — The young lady adorning the hood of the race-equipped TR-3 is one of the competitors in the "Miss New Hope Automobile Show" contest, part of the Annual New Hope, Pa., show August 29th and 30th.

BOOK REVIEW: "TRIUMPH GUIDE"

Gloria, Southern Cross, Vitesse, Dolomite . . . these may be new names to you but in reality they are old . . . part of sports car history. These cars, part of a great tradition, are the ancestors of your TR-2 and TR-3. Are these words familiar? "One can positively hurl the car through corners, provoke skids at will and travel on broken surfaces without trepidation." No, not a test of the TR-3, but Autocar's test report on the Triumph Vitesse Saloon in 1937!

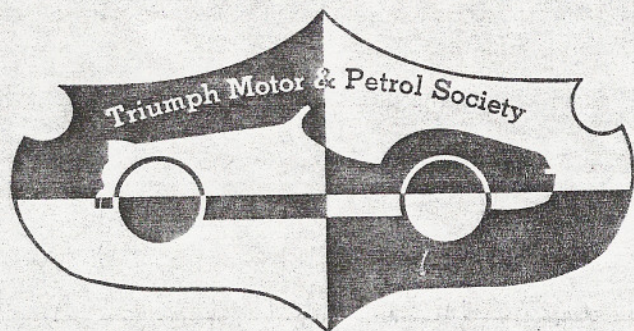
The above and much, much more of the fascinating early history of the Standard and Triumph companies is packed between the covers of TRIUMPH GUIDE, a new book by Dave Allen and Dick Strome. A well-written and entertaining volume, TRIUMPH GUIDE is also a mine of information. There are many photos of Standards and Triumphs, old and new. Some are attractive, some unusual, some downright odd, but all are characterized by the same "look-ahead" attitude that produced the TR-2 and TR-3.

This is not just a history book. It contains technical data, specifications, servicing information and wise words on tuning for competition. You'll find the Triumph and Standard competition record as well.

(continued inside)

The TRIUMPH GUIDE is easy to read, informative and well worth having for your sports car library. You'll probably find it in your favorite bookstore for \$1.95 in paper covers and \$2.75 in an attractive, hard-bound version. You can order direct from the publishers as well: ARCO Publishing Co., Inc., 480 Lexington Ave., New York 17, N.Y. for the hard-cover volume and Crown Publishers, Inc., 419 Fourth Ave., New York 16, N.Y. for the paper-back.

We'd suggest you buy TRIUMPH GUIDE. Any TR owner's bookshelf is bare without it.



TMPS EMBLEM — Members of the Triumph Motor and Petrol Society of New York are proudly displaying this new emblem. The dark portion is red, the rest white. Very nice job.

CLUB NEWS

The handsome new club emblem of the Triumph Motor and Petrol Society is an indication of an active group. Recently, the club lost its President to Uncle Sam and some new officers were elected. Taking over the Chair is Jim Murphy and the new Treasurer is Stu Epley. Contact address for the TMPS is now Barbara Stone, Secretary, 66-33 Yellowstone Blvd., Forest Hills 75, N.Y.

Mrs. Ronnie Bennett, R.R. #3, Box 213F, Batavia, Ohio, writes that a new TSOA club is being formed from the ranks of an informal TR-owning group in the Cincinnati area. Get in on the fun of a Triumph club . . . contact Mrs. Bennett if you live near Cincinnati.

More new clubs are sprouting. In the last couple of weeks, the mail has brought news of the organization of two new clubs who have been kind enough to send us their constitutions . . . voluminous, official and quite workable documents. Francis J. Moynihan writes that the Triumph Owner's Club of Jamestown, New York held its first meeting Sunday, August 2nd, with 14 members in attendance. New officers are Lloyd K. Bentley, President; Wes Lieblad, Vice-President; Burton M. Johnson, Secretary and Harold Lindsay, Jr., Treasurer. The Board of Directors includes Lloyd Bentley, Bruce C. Walters and W. Leonard Larson. Principal sphere of club activities will be the Chataqua area and interested persons should contact Wes Lieblad at 551 W. 3rd St., Jamestown.

Word arrived from East Lansing, Michigan of the formation of the Central Michigan Triumph Club. 26 Charter Members approved the club constitution on August 8th. This group has already been active, having held a rally in July. A scenic rally is planned for September with lots of time for the camera fiends to take fall pictures. Officers of the CMTC are Chuck Wells, President; Clyde Replogle, Vice-President; Jim Vormelker, Secretary-Treasurer; Nick Holt, Activities and Roger Houghton, Program. We're indebted to Jim Vormelker for the information and would like to quote from his letter: "I would very much appreciate your including

in the NEWSLETTER recognition of the help and guidance we have had from the D.C. TSOA." It's great to hear of one club helping another get started. Those members in Michigan who are interested in the CMTC can contact Jim at 930 Narcissus Dr., East Lansing, Mich.

San Francisco area members alert! Herbert T. Loring is interested in contacting you. He has ideas along the social line and you can reach him at 1070 - 48th Ave., San Francisco 16.

Recently, we received a letter from an Association member who mentioned getting together with other TSOA-ers for general sports car chatter. He said: "...I am interested in the Association's activities and would like to correspond with members and discuss sports cars from time to time . . . (could you) supply me with a roster of fellow members of TSOA?" This made us stop, think and realize that it's been a long time since we've said much about the organization itself. We started wondering how many feet long would a roster be with over 4500 names on it? And how much glue would it take to add 50 new names a week? We'll tell you all about it in a future issue. Meanwhile, the gentleman interested in correspondence is Randolph Klein, c/o Speed Film Associates, Box 336, Roslyn Heights, L.I., N.Y. Why not drop him a line?

Thanks from the Editors to all the members who responded with a flood of news and photos following our appeal for material in the July issue. Keep up the good work!

TROPHY TIME

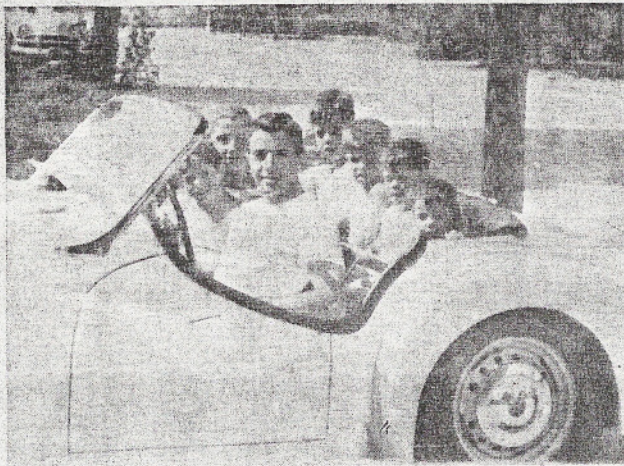
Following a 1958 season which saw few TR's racing in California, the four-car "Triumph Racing Team" was formed with the goal of putting Triumph back in the ranks of top contenders. In 1959, so far, the team has certainly accomplished this with excellent driving, good pit work and some valuable assistance from Cal Sales, Triumph West Coast distributor. Here is the enviable record of R. W. "Kas" Kastner, leading team member: 2nd in Class E at Pomona in January, 2nd in Class at Pomona Grand Prix in February, 1st in Class at Del Mar in March, 2nd in Class in May at Salt Lake City, 4th in Class at Santa Barbara in June, 3rd in Class at Hour Glass Field in June. Up to July, Kas was 2nd in point standings in Class E on the West Coast and 5th nationally.

The Long Island Sports Car Association sponsored their annual Night Owl Rally on July 25th and four of the top awards rode away in a TR. Warren and Jane Zuckert of the Triumph Sports Car Club of New Jersey took 5th Overall, Best Husband-Wife Team, the Barefoot (no mechanical calculators, speed pilots, etc.) Award and the Best Triumph trophy. After driving all night on the LISCA Rally, they drove blithely back to New Jersey, had brunch, and entered a rally held by the TSCC, coming in 3rd Overall. P.S. Jane drives.

Dr. Alan Gross of Buffalo, New York has been burning up the circuits this year. In the Lake Erie Invitational SCCA races last spring, he placed 4th in the Class E race, then bettered his record by placing 2nd in Class in the main event. At the annual Glen Classic about one month later, he again placed 2nd in E Production.

Driver Richard P. Smith of East Lynn, Mass. and Navigator Oscar Proud took third in the North Shore Sports Car Club's Weekend Surprise Rally ending at Saratoga Springs, N.Y. They are sponsored by Plaisted Foreign Motors of Salem, Mass. .

SEEING IS BELIEVING



Last month's NEWSLETTER included a picture of the five children of Dr. and Mrs. Jerome Radding, with the information that all seven Raddings rode around in the car . . . you should have seen the letters from disbelievers . . . they said it couldn't be done. Well, it can and the photo is there to prove it. There's Dr. and Mrs. with Barbara (7½) in the front and Brooke (9½), Robbie (6), Jeffrey (5) and Howard (almost 5) in the back. Please note that most everyone is smiling.

This is developing into a contest! Shortly before press time, we received a photo from Dr. and Mrs. James D. McMahon of Rockville Center, N.Y. The picture shows eight McMahons in a TR-3, including the parents and they have another one, a brand-new baby, who occasionally rides along. Do doctors have a monopoly on this sort of thing?

BIG BORE KIT TO BE AVAILABLE

Following the announcement in the July issue about the long-awaited anti-sway bar, we have the good news that over-size TR piston and liner kits are to be available shortly. Total displacement is raised to 2.2 liters with the new pistons and liners installed, giving a healthy increase in low-speed torque and acceleration. The difference in bore is 4 mm, giving a 87 mm size rather than the standard 83. Compression is automatically increased to 11:1 due to the increased swept volume and planing the cylinder head is *not* recommended when using the overbore kit.

This kit, of course, places a TR in Class "D Modified" for competition purposes, rather than the usual Class "E Production." In European rally competition where events are often split into 1600-2000 cc and 2000 and over, TR's with the larger displacement have done extremely well. A good example is this year's first in Grand Touring over 2000 cc in the Coupe des Alpes.

Part numbers of the new items are: Piston assembly—122208, Cylinder Liner—122166, Head Gasket—205481. In addition, you will need the figure-8 gaskets for the joint between liner and block. These should be included with the new liners. Approximate prices are: 4 pistons and wrist pins—\$58.52, 4 liners and gaskets—\$57.52, head gasket—\$2.43.

We suggest you contact your dealer or distributor right away if you are interested in this kit, so that he will be able to place your order early.

YOUR VACATION . . . 1960

We never understood how so many people could get so excited when going on a Triumph Rally, but each group is more excited than the last! Rally No. 4 will be no exception. It's hard to believe, but it's only a few days until BOAC wings away to London with them, following the send-off party. This is their vacation . . . 1959. How about a Triumph Rally as *your* vacation . . . 1960?

Your vacation . . . 1960 is a long way away. But, members who are interested this year should think seriously about going in 1960. There will be more Rallies with similar itineraries to this year's and always based on the same idea . . . first class accommodations are essential to enjoying European travel. Keep your Rally information on hand and by all means write to the TSOA if you need some for a friend.

When plans for 1960 have been made, all members will be notified immediately. We maintain a large list of persons who are not Triumph owners but are interested in the Rallies . . . why not have your friends write in and we will put them on this list. Or, send us their names yourself. Tell them that a 30-day excursion in Europe is the *only* way to break in a new TR-3. An advance decision is a good idea . . . we don't expect to have any trouble filling the 1960 Rallies to capacity.

Many people get together with friends to take a Rally. Friends from your sports car club, neighbors or your Friday night bridge or poker partners would be ideal companions. There are other special occasions such as when Mom and Dad order a TR-3 for son or daughter and decide to get some fun out of it themselves. And, do you know we've never had a Rally without at least one couple honeymooning (first or second) or celebrating an anniversary?

Your vacation . . . 1960 could be a trip to Europe. Whatever you're considering, don't neglect the TSOA Rallies!

HAND CONTROLS ON TR-3

Weldon L. Wallick, 415 Harvard St., Apt. 2, Norfolk 5, Va., is very interested in methods of rigging a TR-3 for hand control. Mr. Wallick has an artificial left leg and cannot use the clutch pedal. Any member who has such information, please contact Mr. Wallick right away. Thanks!

TSOA SUPERMARKET

"Please Don't Dent Me" cards	\$1.00/100
TR-2-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

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

CLASSIFIED

FOR SALE: Complete, brand-new Fren-Do brake lining set for TR-2, with rivets — \$7.00. Kenneth Chickering, 20 Tinker Hill Road, Auburn, Mass.

FOR SALE: One pair Joe Moss TR-3 Windwings in excellent condition — \$10.00. Steve Rudolph, 123 Reavis Place, Webster Groves 19, Mo.

FOR SALE: New TR-3 bumpers, front and rear, aluminum tempered steel. Never used. Cost \$65.00. Make offer to Joan Callahan, 203 Milner Ave., Albany, New York. Miss Callahan does not say whether these are stock or special bumpers.

This Classified section is offered for the use of all TSOA members at no charge. Send your notice of merchandise wanted or for sale to the TSOA by the first of the month for that month's NEWSLETTER. Member's ads only — no commercial ads accepted.