



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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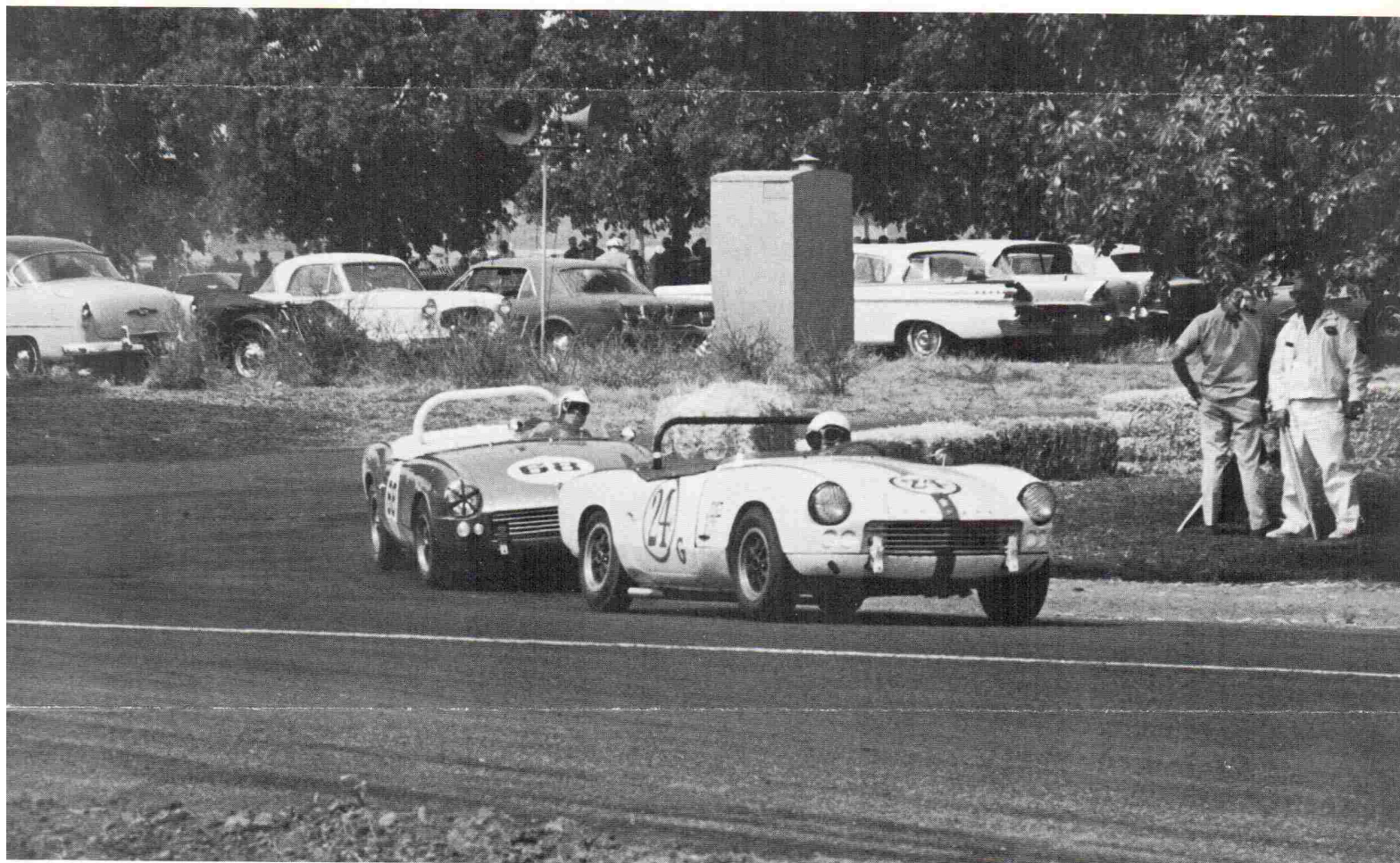


Photo — Mike Freeman

Two of the West Coasts' top SPITFIRE drivers—Ed Barker here leading Steve Froines—caught 'in the act' during the National Championship races at Stockton, California. Steve went on to win this event, and also took top honors in the D Production race bringing the Cal-Auto-prepared TR-4 into first place. In fact, Triumph drivers made a clean-sweep of each of the Classes they were competing—Lee Midgley driving a fine race to win F Production in his TR-3.

One of those 'hot' West Coast TR-4's . . . Lee Herbert at the wheel. Lee took 1st in Class both Saturday and Sunday at the Willow Springs Nationals, July 24-25. The fine photo was very kindly sent to us by Vincent A. Romito from North Hollywood . . . TR-3 owner and fine photographer to boot!



Here are a couple of interesting photos we've had in our files for a while . . . the first TR-4A with IRS in Alaska, which was purchased by the gentleman in the photo — Albert C. Thomas of Juneau. The car was sold by the Triumph Dealer in Juneau — Pioneer Brokerage and Sales. Photo on the right is the famed Mendenhall Glacier — typical of the scenery to be found in Southeast Alaska . . . which seems to us to be very tempting right now as we sit in our albeit air-conditioned office in New York, but with the prospect of a not-so-brisk 22-block walk to our apartment after business . . . and outside it's about 166 degrees . . . in the shade . . . at least!



Third-year-in-a-row for Auto Works, Triumph Dealers in Granada Hills, California. In the Glendale 4 Cylinder Club and Budweiser-sponsored 13th Annual Los Angeles to Las Vegas 291-mile Economy Run held in May, Dr. John Johnson driving his own TR-4 (85,000-miles on the clock), 1962 vintage, won overall for the third year running. A brand new SPITFIRE Mk 2 'fastback', also entered and prepared by Auto Works and driven by L. Jack Draper, Sales Manager at the dealership, placed 1st in its Class and 7th overall. Dr. Johnson in his TR-4 averaged 58.02 mpg. or 76.58 ton-miles. Jack Draper in the SPITFIRE averaged 56.92 mpg and 59.20 ton-miles. This in very high winds and a sand storm! This year there were 77 entries from XK-E's, to Mustangs, to Cadillacs . . . with all cars being judged on a ton-mile basis. Our warmest congratulations to all concerned.

FROM THE ROCKER COVER

by Jerry Pierce

Reprinted from the 'New York Triumph Times' — Newsletter of the New York Triumph Motor Club

Do you ever wonder what kind of condition your Triumph engine is really in? I mean, how are the valves, the pistons, the rings? Is the carburetion really right? Well, most of us wonder about all these things from time to time, but few of us could give the answers, and none of us want to tear into the engine just to have a visual inspection of things. Some owners have thought of pulling a spark plug and shining a light into the combustion chamber (horribly black and sooty in there) but short of a hole burnt through a piston, there's not too much to see.

There is a better way though. By using a compression gauge we can tell the general condition of an engine without dismantling the whole bloody mess and with no more effort than just removing the spark plugs.

A compression gauge can be purchased for under \$4.00 from Sears or any auto supply house. I have the "under \$4.00 model" and for my purpose (short of going into the business) this is all I need. The gauge will work on any car, and if you are careful will last a lifetime so it could be considered an investment.

Another item we need is a box of spark plug gaskets, because we never use the same copper gasket twice. A box of 100 AC spark plug gaskets usually sells for about 65¢ and any auto supply house will have them. For once you too can stand up at the counter with your Chevy-owning friends without getting that strange look from the clerk when asked "for what car . . . ?" Something about the word 'Triumph' maybe . . . anyway, spark plug gaskets fit all spark plugs, so you're safe.

Also we might as well own a spark plug gapper which runs about 35-50¢ at Sears. In our tool roll we have a long tube-like affair which is a spark plug wrench. If you have lost yours, Sears will extract another 50¢ or so for a replacement.

Armed with the plug wrench, plug gapper, a bunch of plug gaskets and a compression gauge, we are ready to explore the depths of your combustion chamber.

After a good open run using the engine revs to clean things out, and with the engine at normal temperature, we pull the spark plug leads off, unscrew the spark plugs being careful not to touch as things are HOT, HOT, HOT.

When you lay the plugs aside — in order — to compare and tell the condition of each cylinder, take a look at the electrodes (sparking end). A brown center says things are okay, white says the carbs are too lean, and black says the carbs are too rich. Most of us will have the bottom ring of the threaded part black . . . but the center is what to look at.

Oil fouling is a shiny black coating of carbon noticed by erratic firing or missing completely. The cause is either poor compression, faulty ignition, or a defective plug.

Lead fouling is a dry crusty formation and will be noticed by a high-speed miss or when the engine is under load.

With the spark plugs out and the leads away from metal or ground, we are ready to run a compression check. Turn the engine over by the starter for a couple of times to clear cylinders and then push the gauge in a spark plug hole. Either stretch and push the starter button yourself while holding the gauge in firmly with the other hand, or have someone push the

button for you. You'll note that after the engine has turned over several times, you'll have your highest reading. Stop . . . record this . . . and then continue with the rest of the cylinders.

If your readings vary more than five pounds in any of the cylinders, then either the valves or rings may be bad. A stock TR-2, TR-3 or TR-4 will read somewhere in the neighborhood of 120-125 pounds on an accurate gauge. At the moment on my Sears gauge, my TR-4 reads 195 pounds, but this is with the head milled and oversized pistons. On a friend's gauge, which is probably more accurate, we get a reading of 150 in all cylinders. I point this out to emphasize that regardless of the gauge, the important point to remember is that the readings between the cylinders should be about the same. If not, then either you are not holding the gauge in securely for a good seal . . . or else you have problems.

If compression is down on two adjacent cylinders, you might have a blown head gasket. Double check this by looking at your oil stick for water present, bubbles of air in your radiator with the motor running, and a 'whoosh' sound from your engine head. If one cylinder head is down more than the others, squirt oil into the spark plug hole. We can tell if it is rings or valves because the oil will make a temporary seal with bad rings and raise the compression reading. If there is no rise, then it is probably the valves.

Most people believe that anything so serious would be noted by the driver in the general performance of the car, but this writer can tell you from experience that outside of oil consumption and a slightly rough idle, your Triumph will probably go until it fell apart, without too much of a decrease in performance. I had four cracked pistons and rings, but my TR-4 was still a 'tiger'. The only clues that it was ill were oil usage and a spread on compression readings — like 60-80 pounds. That's a heap of problems. I hope that none of you will be that unfortunate, but it wasn't the end of the world for the TR, and the little baby is fine now.

I'd recommend a compression check in the fall and spring, or any time you have the plugs out because it's quite easy to do, and very reassuring (we hope!)

Before putting the plugs back in, have a good look at their condition — no cracking or chipping of insulators or electrode erosion. If all is well, we can re-gap them to manufacturer's specs, and even clean them up if you wish. Then put in a NEW gasket. Be sure you got the old one out of the plug hole or off the plug . . . and be careful because things might still be hot.

Now run the plug in until you feel the new gasket seat home and then turn three-quarters-of-a-turn more. The reason is to have the plugs the same depth into the combustion chamber, and no leaks. A torque wrench is nice for this — 22 ft. lbs. being about right — but even the grand prix mechanics rarely use a torque wrench when replacing plugs. The whole idea is that the gasket should be flattened enough for a seal, but not squashed to death. Providing everything is okay, all that remains is to re-connect the spark plug leads and you're ready to go . . . but do put the right lead on the right plug!

Thank you Jerry . . . and all we can say is that before deciding to reprint this article, we checked with Bob Thomson, Triumph's National Service Manager. His comment . . . ? "Very good article well worth reprinting."

CLASSIFIED

FOR SALE: TR-4 1962, dismantling for parts — body panels, windshield, plenty of odds and ends, no engine. Contact: Peter Gagne, 224 E. 164th St., Bronx, N. Y. Phone: (212) CY 3-9838 days or (212) MU 2-0612 eves.

FOR SALE: TR-3A 1959: Yellow w/black trim; thoroughly reconditioned, zero miles on new engine, Kon's anti-sway bar, 4 Michelin + 2 snow tires, Marchal lamps, wood steering wheel, new rugs — \$900.00. Contact: After 6 p.m. William Stewart (212) FI 7-3324.

FOR SALE: Selection of new and used parts for all TRIUMPHS incl. gear boxes, rear ends, carbs, suspension parts, gauges, interior parts, body parts and engines. Call or drop us a line: Mark Motors, 2352 Delaware Ave., Buffalo, New York.

FOR SALE: 1961 TR-3 engine, doors, frame and miscellaneous parts. Contact: T. Wyatt, 3801 Bessemer Highway, Bessemer, Alabama.

FOR SALE: Crash helmet, Bell 500TX size 7 — used once — \$20. White tonneau cover for Spitfire — \$10. Contact: A. T. Massey, 1124A Graham, St. Louis, Missouri.

FOR SALE: Tonneau cover, white and white boot for convertible — 1961 TR-3 both in excellent condition — \$30. Contact: Paul Yoder, 422 W. Pine St., Clearfield, Pa. Phone: 765-5602.

FOR SALE: Amco rear bumper guard for TR-3A — never used — \$10. postpaid. Contact: C. V. Lucas, Jr., 511 Lilly Dr., Beckley, West Virginia.

FOR SALE: TR-3 engine, low mileage, overdrive transmission, driveshaft and rear end and other misc. parts. Contact: John H. Furr, 5016 45th St., N.W. Washington, D. C. Phone: EM 38734.

FOR SALE: TR-2, 3 Shop Manual — genuine Standard-Triumph publication — brand new — \$5.00. Contact: John R. Aylor, 228 Cedar Dr., S.E. Washington, D. C.

FOR SALE: 1961 TR-3 British Racing Green — 34,000 miles — husband Triumph mechanic — must sell — family expanding — \$1,250. Contact: Susan Vesey, 63 Malapardis Rd., Morris Plains, N. J.

FOR SALE: TR-4 hood very slightly damaged — \$50. Contact: A. Patlen, 333 Viviney St., E. Paterson, New Jersey. Phone: SW 6-8972.

FOR SALE: 1963 TR-3B 2.2 liter engine, 4 speed synchro, Dunlop S.P.'s, competition sump, many parts brand new, meticulously maintained. Contact: Jerry Barr, GR 7-8150.

FOR SALE: TR-3 engine complete with starter, generator, distributor, carbs, etc. 3.7:1 rear end axle, drums, the whole works with a tack to match. Make your offer. Contact: Robert Gustafson, 335 Park Ave., Oakhurst, New Jersey.

FOR SALE: 1965 Spitfire MK 1, we traded for a damaged Spitfire that was hit from right door on back. Only one month old, 1,332 actual miles. Front end sheet metal, windscreen, left door, seats, etc. perfect. Red color, white top, new tonneau never used, engine, transmission like new. Will sell at right price, any parts. Contact: States Motor Co., Inc., 143-147 Blountville Hwy., Bristol, Tennessee. Phone: (615) 764-3155.

FOR SALE: Two Durkee-Atwood FAH belts, 8 Champion L-7 plugs, Shop Manual, radiator hose, floor mats, brackets, customized armrest for BW upholstery, windwings — all for TR-3, sell part or all, best offer. Contact: Thomas Riley, 3165A Perkins Ct., Indianapolis, Ind.

FOR SALE: Std. parts side curtains for TR-3, black, used 3 months — \$90. Tonneau — \$8. Brake pads used 10,000 — \$12. Kon's & mounting brackets for rear of TR-3 used 10,000 — \$38. All transistor Motorola radio — \$25. Contact: Tommy Staley, Upperco, Maryland.

FOR SALE: Tried, tested, true TR-3 Roll Bar — \$25.00. Contact: Peg Printz, 645 Seabury Dr., Worthington, Ohio. Phone: (614) 885-1963.

FOR SALE: One UNI SYN MULTIPLE CARBURETOR SYNCHRONIZER, original price \$10., selling price, \$5. TR-3 Factory Service Manual, original price \$12, now \$5. Both items in excellent condition. Contact: Carl Muehlberger, 856 Edgewater Dr., Tonawanda, N. Y.

FOR SALE: One set wind wings for TR-3/3A. Perfect condition, Amco — \$10. One new temperature gauge, factory replacement never removed from box. Originally \$22., now \$16. Will fit TR-3 and TR-4. Contact: Darrold R. Rupe, 412 So. State St., Grangeville, Idaho.

FOR SALE: Amco rear bumper guard for TR-3A never used, \$10 postpaid. Contact: C. V. Lucas, Jr., 511 Lilly Drive, Beckley, West Virginia.

FOR SALE: Factory Manual for TR-3/2 — \$5. Windwings for TR-3 — \$10. Both good condition. Contact: Bill Salancy, 26 McAllister Ave., So. Norwalk, Conn. Phone: 838-2575.

FOR SALE: TR-SPITFIRE, 1963, white with red interior. Hardtop. Black and white soft tops and tonneaus new. Vista grill, front and rear bumper guards. Threshold and door scuff plates. Factory Workshop Manual and Competition Manual. Wood paneled dash. Serviced every 3,000 miles at authorized dealer — \$1,595. Will sell extras separate if necessary. Contact: Peter R. Kalogris, 2993 Adeline St., Oceanside, N. Y. Phone: (516) RO 6-1323.

FOR SALE: 1 set windwings. Best offer. Contact: Winifred Jung, 1950 River Rd., Melrose Park, Ill.

FOR SALE: Brand new tonneau cover for Triumph Spitfire — black — best offer. Contact: Barbara Forleo, Cedar Lane, Ossining, N. Y. Phone: (914) WI 1-5411.

FOR SALE: 1959 TR-3A with extensive body damage. 2.2 kit in engine, 48 spoke wire wheels, no overdrive, 3.7 rear end, roll bar, removable. Right front suspension damaged but can be driven slowly or towed. Good engine and many parts for someone campaigning a TR or who has a TR-3 body — \$200. 4 Goodyear 5.90x15 Blue Streak sports car specials, T-6 tread, with Michelin tubes. Like new, never raced — \$140. 4—50-spoke wire wheels for TR-3 or TR-4, 5.90x15 with 4 1/2" rims — \$140. Contact: Harris R. Blount, 2920 Gage, Apt. 122, Topeka, Kansas. Phone: (913) CR 2-8084.

FOR SALE: Luggage rack (no mounting bolts) \$15. Jump seat, \$12. (needs dyeing), white rack cover, \$3, owners handbook, \$1, factory service manual for TR-2 & TR-3, \$7 and Blaupunkt AM-FM Marine \$65. All items prepaid, postage or delivery free. All items \$80. Contact: Bob Delany, 509 San Jacinto Bldg., Houston, Texas.

FOR SALE: 1959 TR-3 engine and transmission, excellent condition, only 20,000 miles. Has been in storage but cared for. Includes generator, starter, carbs, etc. Also radiator, Smith's heater, instruments and many misc. items. Contact: Don Strang, Warren Ave., Harvard, Mass. Phone: AC 456-3611.

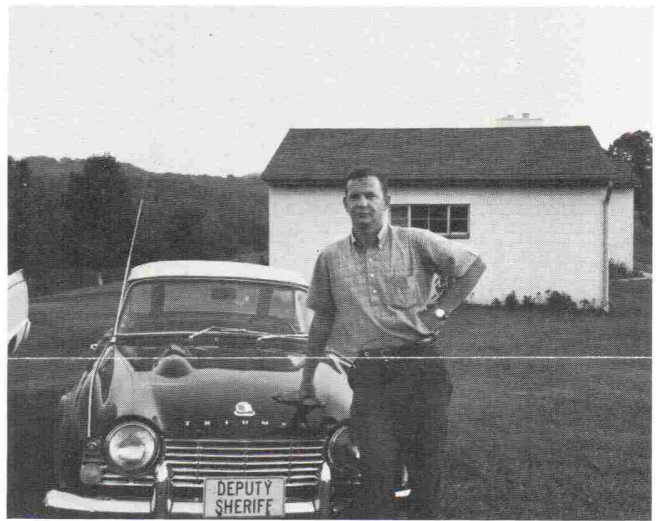
FOR SALE: TR-4 hardtop, fiberglass 2 years old, excellent condition, all hardware included, black but easily painted — \$150. Also, tonneau cover TR-4, black, new — \$30. Contact: Jeffrey A. Kushner, 19 Hutchinson Court, Great Neck, New York. Phone: (516) HU 2-6215 days or (516) HU 7-5663 (nights and weekends).

FOR SALE: TR-4, 1963 — 49,000 miles. White, red interior, waxed for winter, engine is fine, sell by September 1, original owner. Contact: Ben Gunther, Southport, Conn. Phone: (203) 259-1705.

WANTED: Windshield for 1960 TR-3. Contact Bill Dichtel, 10101 Towhee Ave., Adelphi, Md.

WANTED: To Trade — extension steering column from '63 TR-3B for standard column for same. Also am interested in hardtop for '58 TR-3A. Contact: Wendell A. Button, Chelsea, Vt.

LAST ITEM in the Newsletter



Dear Sir:

Please find enclosed pictures of myself and my 1965 TR-4 Squad Car. I have been the Chief Deputy Sheriff of Putnam County, West Virginia since the 1st of January, 1965.

People stare in disbelief when they see my TR-4 with the Deputy Sheriff sign.

Very truly yours,

(Signed): Philip A. Radford

Very many thanks for your letter and photos Chief Deputy Radford, and may you have many trouble-free miles of motoring in your TR-4 — in more ways than one!

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

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-3, TR-4 Competition Preparation Booklet	\$2.00
SPITFIRE Competition Preparation Booklet	\$1.25

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 Sports Car (TR-2, TR-3, TR-4 or Spitfire), Herald Sports Coupe, 1200 Convertible, or Sports Six, or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.