



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

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## Merry Christmas



SPECIAL — Word has just come to us of a shakeup at the North Pole. For weeks now, our correspondents stationed at the edge of the Arctic Circle have been hearing rumors of rumbling and unrest in Santa Claus's main work center. The problem: with so many more good boys and girls coming into the world, the jolly old man just can't get around fast enough to distribute his bugles and tin soldiers.

Finally this week, his Traffic Department came out with this official statement. "Santa Claus, due to the growing demand of love and good children, is retiring Dasher, Dancer, Prancer, Vixen, Donner, Cupid, Comet and Blitzen to internal work within the North Pole organization. This year, on his December 24th mission, he will be employing the 100 horses of a Triumph TR-3 Sports Car."

It has been known for some time that in recent years Mr. Kringle has had to forego midnight graham crackers and milk; boys' and girls' notes of adoration have been hastily read, and many popping eyes at the top of the stairs have been lucky to catch even the streak of the down of a thistle. Whoosh! He goes that fast. Matters were getting worse until Mrs. Kringle read an ad in a magazine.

News of the change was greeted with unprecedented excitement around the world. Shrieks from Macy's Toyland were heard as far west as the Bon Marche in

Seattle. Amalgamated Toy split three for one while Sleigh Rental, Inc., collapsed in a soft white cloud of fluff. Tin Pan Alley hopped right into the spirit of the thing with "The Away-With-The-Sleigh Cha Cha," and Dick Clark reissued "Coventry Carol." The New York Sun ran the headline, "Yes Virginia, he's a modern Santa Claus," and Clement Moore turned over in his grave.

Some people were concerned with the fate of Santa's reindeer. But while Rudolph, the faithful team's spokesman, could not be reached for comment, the world was assured that they had been promoted to soft PR jobs. It was truly a history-making week.

Santa Claus sent the TSOA a special wire telling us that his trial run went smoothly and that he is looking forward to a night ride with new zest. "... might even use it in the Tundra Rallye next month," he confesses. "My special good wishes to all the boys and girls in the TSOA. I've been watching them and they are 99% good." We are glad to hear this.

Except for the fact that the reindeer can lie around now and relax on the night of the 24th, nothing else has changed. If you're quick enough to catch him as he drives out of sight, you'll still hear him exclaim as he shares our own wishes, "... Merry Christmas to all and to all a good night."

## CLUB NEWS

The Triumph Sports Car Club of New Jersey has just elected new officers. President, Joseph F. Mastrangelo; Vice President, Jack James; Secretary, Edward F. Wolek; Treasurer, Warren M. Zuckert; Board of Directors, John M. Griffiee, William Stirrat, Howard Avery. Apparently, club operations will still be centered at Jack Griffiee's home, 94 Sanford Ave., Emerson, New Jersey, CO 2-0961. A new feature of the club's activities is a monthly theater party at the Firehouse Little Theater. On December 18th, Chairman Jack is leading the group to a production of "The Girls in 509," a recent Broadway offering; afterwards they will caravan to a nearby pizza palace. Tickets are \$1.50 and the club picks up the member's tabs for the late evening snack.

Even though we promised, we just can't give you TROC's results on its Halloween affair, "Nightmare (R)alley." Its those darn conflicting deadlines. We do know that last month's event was "The November Non Sequitur" on the 15th, and judging by the name, nothing followed. But again, we hope that results will.

Triumph Motor and Petrol Societies Jack Conover called to tell us of the club's 2nd Annual Holiday Rally held on Dec. 6. It was an interesting course, weaving through much of lower Westchester County with a good turnout especially for that chill New York December Day.

Our linotypers will be happy to learn that the Triumph Owners Club, Inc., of Jamestown, New York, is now calling itself the TOC. But that's progress for you. We can so easily remember letters from a few people who were interested in starting up a club in Jamestown last summer, and by the last count at TOC's November meeting, there were 50 members, associate members, and friends. They've got a monthly letter going now too, "SKUTTLE BUTT", edited by Lloyd and Millie Bently.

## TROPHY TIME

Jack and Mary Conover, affiliated with the TMPS, drove away with first place at the annual President's Rally, sponsored by the Long Island Sports Car Association on November 29th. Jack tells us there were over 125 miles of rugged roads, cow paths, mud and water holes; and despite the terrain, they came in only 22 seconds off the mark. The husband-wife team had earlier in the month taken fifth overall and best of eleven TR entries out of seventy-six in the SCCA Appalachian National Rally. Another winning TR driver, Doctor Paul Spenadel, repeated his success of October by taking first in class and third overall in the speed trial — gymkhana thrown by the MG Car Club on Aslip Raceway in November.

Dick Smith of East Lynn, Mass., took third in class with a 1:32.55 time at the Boston Motor Sports Club Hill Climb on October 18th. This made him 7th out of 50 cars.

We were mystified a few weeks ago when we received the impressive competition results of a TSOA member who was affiliated with the Minnesota TSOA. This is good news to us but we didn't even know Minnesota had a local club. Miss Jo Ann Harrington of Anoka has cut quite a figure in the male world of sports car racing, doing 17.85 for the quarter mile. Up there in the land of sky blue waters, they call them "drag strip dolls," and Jo Ann has become the group spokesman since she has driven away with more than four trophies at the Coon Rapids racing strip in her powder blue TR-3.

## TRIUMPH TEAMS VICTORIOUS IN 8th RAC BRITISH RALLY

The 8th annual running of the Royal Automobile Club's British Rally was a 1900-mile event including three timed hill climbs and five speed tests on racing circuits. Stamina was required of both cars and drivers . . . the run was three days and nights, non-stop, over narrow, unimproved roads in Northern England, Scotland and Wales. Two Triumph teams were entered and emerged from the rigorous tour with the first and second Manufacturer's Team awards.

All did not go smoothly. Annie Soisbault and Miss V. Domleo were plagued by a short circuit in their TR-3 and drove at high average speeds through the Welsh mountains for six hours, using only the parking lights and an occasional flash from one spotlight. "Tiny" Lewis had a flat and was forced to drive two miles before he could find a place to change it! A stop any sooner would have held up all rally cars behind him. He made the next control on time.

Final results were: #1 Team—E. Hodson/A. H. Collinson, Mlle. Annie Soisbault/Miss V. Domleo, D. Seigle-Morris/V. H. Elford. #2 Team—Tiny Lewis/R. Porter, Keith Ballisat/G. Brown, Peter Bolton/G. Shanley. Mlle. Soisbault is reigning French Women's Champion and is now tied for the European Women's Championship.

## WAITING FOR OUR SHIP TO COME IN

The above was to have been the headline for an apology but we're glad to report that the ship is in and new members will once again be getting their badges. They are going out now and we hope (but we can't promise) that those of you who have waited, and waited, and waited . . . etc., will have yours in time for Christmas. Thanks, once again, for your patience.

## A START IN THE RIGHT DIRECTION

From time to time we have made mention of the British Branch of the TSOA, but there has never been any close contact between our members and theirs. Now, thanks to a very enthusiastic owner, Mr. A. B. Angel, of the London branch, this situation is on its way to being remedied. Mr. Angel wrote the TSOA a few weeks ago requesting names of Chicago area members, since he was to be there on a business trip. Three members of the Northern Illinois group spent a most pleasant evening exchanging ideas and notes on activities with Mr. Angel and all are eager for further such discussions.

To assist in the development of these relations, American branches might get in touch with their English counterparts for by-mail discussions. Possibly competitive events might be arranged. For instance, a gymkhana course of identical dimensions could be used by each club and trophies sent back and forth. There are many possibilities, so let's go! Drop a note to: Hon. Secretary, London Section, T.S.O.A., c/o L. F. Dove, Ltd., 44/48 Kingston Rd., Wimbledon, London, S.W. 19, ENGLAND; Hon. Secretary, North West Branch, T.S.O.A., 10 Raleigh Rd., Fulwood, Preston, ENGLAND; Hon. Secretary, West Midland Branch, T.S.O.A., 86 Woodside Ave., Coventry, ENGLAND.

Let us know what happens. And thanks again to Barbara Fenske, Al Schwarz and Doris Zimbelman of the Northern Illinois TSOA for starting the ball rolling.



## TRIUMPH RALLIES

### *They Keep on Rolling Along*

Supposedly, summer romances cool in the fall, but the beaming faces show that it ain't necessarily so, especially when your summer meant the romance of Europe toured in a new TR. All these smiling people are attending reunions of the Rallies they were on of the past two summers, and as you can see, having the kind of relaxed fun they had cruising around the continent. PICTURE #1 (top) shows 46 of the people who were on 1958's Rally #2 forgetting business the weekend of November 14th in Chicago. Their activities included dinners, cocktail parties, brunches, movies, skits, slides, and speechmaking. There are a few local club members shown who were on other rallies and were invited along for the fun. Awards were given to Rallyists who arrived first, last, came the longest distance and so forth. In PICTURE #2 (second left), you see Philip Ashley-Carter, the Standard Motor Company's Tour Supervisor, addressing the group after receiving his trophy for the longest distance traveled — a 6½ hour flight from London. PICTURE #3 (second right) shows TSOA President, David R. Allen, presenting Dr. Ben Hurst with a trophy in appreciation of his spontaneous effort in organizing the three-day swingout. From all reports, a swellegant time. PICTURE #4 (second from bottom) shows 19 of this year's April Rallyists getting together for what looks like a liquid good time as guests of Mr. and Mrs. A. C. Riedel at their Beverly Hills home. The evening gathering was held late in August and it looks like nobody got mad about a thing. PICTURE #5 (bottom). Before it was too late to relive summer memories, Mr. and Mrs. John Giesen invited the Detroit—Chicago land Rallyists from April 1959 to their summer home on Klinger Lake in Sturgis, Michigan for a weekend of woolgathering. Dressed much like they were last spring, everyone got down to business on Saturday morning — polishing. (commercial) If you are interested in getting in on this sort of fun, contact the TSOA for information on the 1960 Rallies.



## SERVICE

Gentlemen, before you pick up that torque wrench and breaker bar, check the engine numbers below. TR-3's have been supplied with three different types of cylinder heads over the years, along with three different gaskets and three non-interchangeable intake manifolds. Now, it's not too likely that you'll be swapping heads or even manifolds, but those gaskets . . . ! Make sure you have the right ones, according to the list below:

<i>Original TR-3</i>	<i>Part</i>	<i>Engine Number</i>
Combustion Head	#501209	TS8471E through TS9349E
Inlet Manifold	#302118	
Manifold Gasket	#106937	
<i>Le Mans Type Head</i>		
Combustion Head	#503662	TS9350E to TS12605E, TS12607E to TS13023E, TS13029E, TS13032E to TS13036E, TS13044E to TS13051E only.
Inlet Manifold	#302006	
Manifold Gasket	#113168	
<i>High Port Head</i>		
Combustion Head	#503663	TS12606E, TS13024E to TS13028E, TS13030E to TS13031E, TS13037E to TS13043E and TS13052E to present
Inlet Manifold	#302119	
Manifold Gasket	#113122	

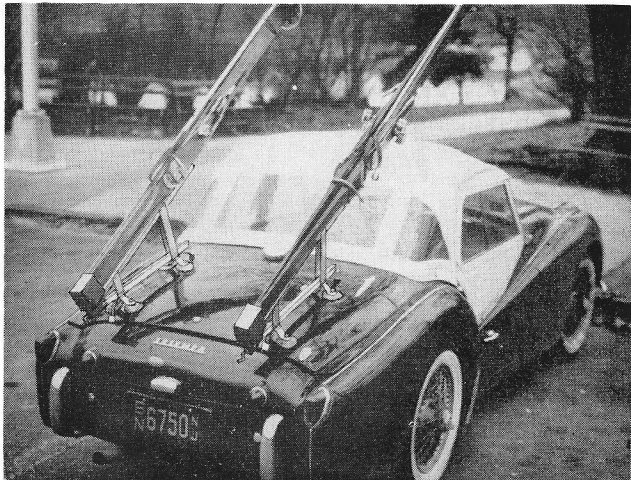
## IMPORTANT:

Contrary to previous TSOA recommendations, you need 4 quarts of "permanent" anti-freeze for protection down to zero! If continuous zero or below-zero will be encountered, use 5 quarts for complete protection.

John Barrett, in TROC TALK, passes on the information that a persistent rear-end squeak may come from the gas tank. It is possible for the gas gauge sending unit, which floats in the tank, to be bent so as to touch the side of the tank. This can be done by a hose nozzle inserted too deeply. Cure it by reaching inside with a rod and bending the unit away from the side.

Maynard Teague of Oakmont, Pa., recommends use of a fuel filter rather than the gauze screen in the top of the sediment chamber. If you have had trouble with dirt in your fuel, try AC Fuel Filter Element #GF 124. It fits directly into the same space.

## SKI RACK



For those of you who are planning to use your Triumph for ski weekends this winter, we have tracked down a company which manufactures a special carriage rack. The equipment pictured above is priced at \$19.95 and carries two pair of skis. Its manufacturers, Barreca Products Company, Inc., 169 Franklin Avenue, Brooklyn 5, New York, also manufacture a rig that will hold luggage as well for \$30.95. There are several other products on the market for this purpose, so don't leave your TR behind when you're off for a gig on the slopes.

## CROSSED COUNTRY RALLY REVEALED

November's back page item, the Crossed Country Rally, apparently puzzled no one. Except for a few misspellings and an argument or two, nearly everyone finished without getting crossed up. Of course, Francis Smith, Jr., President of California's Triumph Owners Club, insisted that the answer to question four, "... the greatest little owners association there is" is "TROC" (his own gang, please.) Therefore, since everyone knows the answer is TSOA, Francis is wrong. Here is the key to the crossword.

- |               |                 |
|---------------|-----------------|
| 1. Sports Car | 16. Sanderson   |
| 2. Le Mans    | 17. Sebring     |
| 3. gearbox    | 18. wire wheels |
| 4. TSOA       | 19. September   |
| 5. trials     | 20. Rally       |
| 6. Standard   | 21. hill climb  |
| 7. disc       | 22. bumper      |
| 8. concours   | 23. Miller      |
| 9. DuBois     | 24. Marlboro    |
| 10. badge     | 25. odometer    |
| 11. Alpine    | 26. towel       |
| 12. gymkhana  | 27. tonneau     |
| 13. Lime Rock | 28. tan         |
| 14. Michelin  | 29. competition |
| 15. miles     | 30. Triumph     |

And here are the smart people who made it.

Cornelis J. Bakhas — Saugus, Mass.  
 Douglas A. Crabb — Clifton, N. J.  
 Marianna Drapp — Dayton, Ohio  
 John A. Greening — Port Huron, Mich.  
 F. L. Smith, Jr. — Los Angeles, Calif.  
 Homer A. Smith, Jr. — Dauphin, Pa.  
 Donald H. Voegeli — North Canton, Ohio  
 Henri L. Warren — Hillside, Illinois  
 Myron N. Wash — Eglin AFB — Florida  
 Fred & Mildred Winter, Jr. — North Hollywood, Calif.

## NOTES 'N NEWS

Latest TR-3 accessory is an aluminum handbrake grip. Available in red, gold or silver, it replaces the present plastic grip. Order direct from Jones-Bischoff Triumph Distributors, 5220 Natural Bridge, St. Louis 15, Mo. Price is \$3.40 including postage and handling.

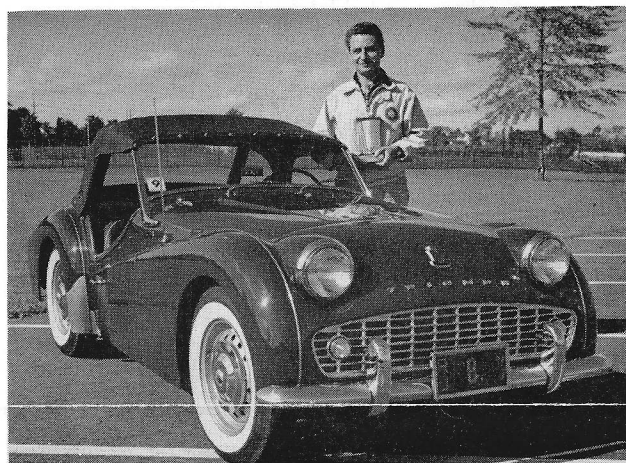
Those anti-sway bars we talked about 'way last July are now on their way to Triumph distributors after a delay in production. Place your order with your dealer now . . . price is approximately \$20.00 for the kit.

One of the best Christmas presents we can think of is the TSOA Tie. A tasteful dark blue silk tie in fashionable width, it's made in England, especially for us, and has narrow diagonal stripes of silver and miniature TSOA crests in silver and light blue. Perfect for the enthusiast at \$5.00 post-paid. Order direct from the TSOA.

The new TSOA Handbooks are being rushed along to completion. Your editors have been reading galleys like mad and we hope to have finished copies soon after Christmas. Thanks to all of you for waiting . . . we know you'll be pleased when the book arrives. Remember, members who have the old Handbook will be able to purchase the new one for a very nominal charge.

The Triumph Rallies of Europe, 1960 edition, will be off next spring on another 30 days of fun. Yes, we're late with the itinerary and fee announcement, but there will be 1960 Rallies, two of 'em, and we'll mail complete information to all members as soon as we have it.

## PHOTO CONTEST WINNER



Here is Ralph Shomer of Coytesville, New Jersey, holding the trophy he won at the Morris County Fair in the Concours d'Elegance . . . the cleanest, sleekest car of the day. By the way, Ralph and his TR have recently appeared in national publications for a Kozak Dry Car Wash advertisement.

## TSOA SUPERMARKET

"Please Don't Dent Me" cards . . . \$1.00/100  
 TR-2 - TR-3 Service Manual . . . 9.00  
 Girdling 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-Triumph Review Subscription . . . 2.50/year  
 Competition Preparation Bulletin . . . FREE  
 Send Check or Money Order. No C.O.D.'s please.

## CLASSIFIED

FOR SALE: 1959 TR-3, like new condition. Write for complete description: W. M. Dickman, 6375 Genesee St., Lancaster, New York.