



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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Merry Christmas — Best Wishes for 1959



1959 MONTE CARLO RALLY TEAM — Ken Richardson (right) and chief mechanic Ben Warwick check in the TR-3's to be used for the Monte Carlo Rally as they arrive in the Competitions Department from the production line.



RUNNING THE '58 MONTE — The ever-present gendarme waves TR #128 through a corner in the 1958 Monte Carlo. The snow in the background was just a taste of drifts to come! (Photo by Robert Halmi, courtesy Sports Cars Illustrated).

TRIUMPH TEAM PLANS FOR MONTE CARLO

Preparations are well under way for the 1959 Monte Carlo Rally, January 18 through 21. An official Factory TR-3 Team of five cars will be entered, under the personal supervision of Ken Richardson, Factory Competitions Manager. Drivers are: J. C. Wallwork — W. Bleakley, starting from Stockholm; M. Gatsonides — M. Bequart, starting from Athens; K. Ballisat — A. Bertaut, starting from Paris; Mlle. A. Soisbault — Mme. N. Ferrier, starting point not determined; and C. Corbishley — J. A. Beaumont, starting from Glasgow.

In 1958, two TSOA members, noted photographer Bob Halmi and Doug Kennedy, Editor of True Magazine, ran a Triumph in the Monte. In 1959 they will once more attempt the run with a well-prepared, brand-new TR. Good luck to this top-notch team!

Triumph was well represented among the winners in 1958. Called the toughest Monte ever, the '58 run had 343 starters of whom only 28 finished! Gatsonides and Bequart drove the only car starting from The Hague to finish, copping 1st in Category 2, Class 2 (1300-2000 cc) and 6th overall. Another TR-3 finished 3rd in class.

We'll have Monte Carlo Rally results for you in the January or February issue.

1958 IN RETROSPECT

What a year this has been! Introduction of the TR-3A early this year sent Triumph sales sky-high and TSOA membership along with it. We're pushing 3500 now and prospects are good for us to pass the 5000 mark in 1959.

1958 was the year of the second annual Triumph Rallies of Europe. Two planeloads of happy TR owners had such a wonderful time jaunting around the Continent that *four* Rallies are now scheduled for 1959! The new Newsletter came along late in the year . . . and we've heard enough to know you like it.

More and bigger things are forthcoming from Triumph and TSOA in 1959, and here's best wishes to you for a wonderful holiday season and a prosperous year to come!

1959 TRIUMPH RALLIES OF EUROPE

By the time you receive this Newsletter, Rally No. 1 will be almost completely booked! Reservations for the other Rallies are coming in thick and fast and we suggest that you make reservations right away if you are planning to go. Enthusiasm is building up to a high pitch and we're looking forward to a tremendously successful group of Rallies.

RALLY SCORING

We are indebted to the D. C. TSOA for their excellent method of rally scoring. This active group holds at least one event per month . . . an example many more groups could follow.

For Rallies:

For basic scoring figure add the following:

- Total number of miles
- Time in hours x 14
- Difficulty of rally x 24*
- No. of check points x 4

The total of these four figures is 100% of the points, or the First-Place Total. Points are awarded as follows:

1st	100%
2nd	80%
3rd	60%
4th	50%
5th	40%
6th	30%
7th	20%
8th	10%
9th	Optional
10th	Optional

In addition to these percentages, competitors receive entry and finish points.

Entry	1%
Finish	5%

Event officials receive the following:

Chairman	100%
Assistant	60%
Personnel	40%

For Gymkhanas:

Fastest Time of Day	100 Points	Third in Class	40 Points
First in Class	80 Points	Chairman	100 Points
Second in Class	60 Points	Officials	40 Points
Entry Points	10 Points		

To prevent club members from being Chairman of too many events and not earning competing points, the D. C. TSOA allows only 50% Official's points in their annual point-total competition. Thus, to win the Club Championship, a member must pace himself. This is an excellent rule which means that more members will get both driving and scoring experience.

Alternate Rally Method:

Although not their official system, this scoring method was also submitted by the D. C. TSOA.

No. POINTS				
Place	100 Miles	200 Miles	300 Miles	Over 300 Miles
1.	10	20	40	80 — Chairman Total
2.	8	16	32	64
3.	6	12	24	48 — Assistant Total
4.	5	10	20	40
5.	4	8	16	32 — Personnel Total
6.	3	6	12	24
7.	2	4	8	16
8.	1	2	4	8
9.	Optional	—	—	—
10.	Optional	—	—	—
Entry	2	4	6	8
Finish	5	10	15	20

All competitors receive entry and finish points.

* "Difficulty" is set by the Chairman of the event and the Club Activities Chairman. A difficulty of "3" is used for night navigational rallies where maps are used and where the rally is of four hours or more duration. A "2" is for regular Sunday afternoon instruction rallies of 2-4 hours, timed to the minute or half-minute. A "1" is for gimmick rallies, poker rallies, and fun-type events. Hare and Hounds types are "2".

HANDBOOK SUPPLEMENTS

As new TR models come out and specifications change, some things are bound to get out of date. So it is with the TSOA Handbook which is, we admit, pretty far behind some of the recent developments. Beginning in the next month or so, we will remedy this situation by issuing Handbook supplements. These small sheets will be easily bound into the present Handbook and will contain up-to-date information on TR-3 and TR-3A specs and servicing.

In addition to specs and service information, you'll find a Triumph Dealer-Distributor list, a description of the latest TR competition successes and interesting information on you and the TSOA.

Watch for the first Supplement. It will be mailed to you early in 1959. After that, additional Supplements will appear regularly during the year.

SERVICE

Attaching Dirt Shields

The dirt shields recommended for disc brakes are easily attached. They mount at three points, namely to the two bolts which attach the brake caliper housing to its mounting plate and to the bolt which attaches the forward lower mounting plate to the suspension vertical link. This last bolt mentioned must be replaced by a longer one, part #118324, a Nyloc nut #YN2909 and a plain washer. In order to replace this bolt, the hub and disc have to be removed.

Correct Front Hub Bearing Installation

It must be remembered when refitting the front hub that it is essential to adjust the front hub bearing accurately so that there is neither preload or any undue end float. The recommended adjustment procedure is as follows:

1. Ensure first that the Timken taper roller bearings are well packed with a long fibre, high melting point grease.
2. With the hub in position, tighten the castellated hub nut with the fingers, rotating the hub slowly at the same time to make sure that the bearings are properly bedded down.
3. Tighten with the fingers until all end float is eliminated in the bearing without creating any resistance to the free turning of the front hub.
4. Turn the nut back until a slot in the nut lines up with one of the holes in the stub axle, insert the cotter pin and spread it.
5. The recommended end float is from .003" to .005" but not less than .003" so it may be necessary to turn the nut back two slots instead of one. .003" can just be felt as the smallest appreciable movement in bearing end float.
6. Under no circumstances should a wrench ever be used for tightening the hub nuts.

The only tool needed outside of your regular tool kit will be a suitable hub puller.

PHOTO OF THE MONTH



Charles Yuster's 1958 TR poses with trophies won this year in various rallies in the eastern part of the country. Quite an impressive display.

TROPHY TIME

TR's ran away with the feature race in the Washington Region SCCA fall event at Marlboro on November 16th. These races were run under the California classification system which classes cars by speed potential rather than displacement. TR's run in Class E under this system, along with Morgans, Porsche 1600 Super and Carrera Deluxe, Siata V8, AC Ace, Twin Cam MG, 190SL, Arnolt Bristol and all Healeys except the 100S and Sprite. In the preliminary race, TR's placed 2nd through 7th and in the feature took 1st, 2nd, 3rd, 4th, 6th, and 7th. Not a bad day's work!

As the Photo of the Month above shows, Charles Yuster has not been idle this season. Among the honors won are: 2nd overall in the Third Annual Bella Vista Rally, plus best husband-wife team and best Triumph; highest placed Triumph in the Appalachian Rally in November (1st in the Regularity Run), and 1st place in Rally Point Standings of the Long Island European Car Club. This is a wonderful record for a fine driver-car combination.

DOING THE IMPOSSIBLE

There's a theory of long standing that it is "impossible" to put a removable rear window in a TR-3. The Theory seems to have been disproved by Major J. N. Worsley who drives with "straight-through" ventilation in the hot Arizona sun. He has had the large rear window of his TR-3 soft top replaced with a zipped-in version, the zipper being placed on the inside so as to be nearly invisible. This is the first instance we know of a successful, distortion-free removable rear window and would like to hear of any similar installations.

Major Worsley also notes that his car is painted "Gulfstream Blue", a 1958 Ford Thunderbird color, and has a white top (He uses both hard and soft-top). This might be an interesting combination for owners considering a re-paint. The color is available from Dupont in lacquer or enamel.

A SHORT COURSE IN THE USE OF A TACHOMETER

The most important function of a tachometer is during competition driving when high speeds and peak RPM's are constantly used. In this type of driving, the tachometer warns the driver when he is getting near or exceeding the safety limit of 5000 RPM. For example, if a driver in a race approaches a corner at 80 miles per hour (4000 RPM with 3.7 rear axle ratio), he would have to brake first before shifting down to third gear, since a down-shift to third at 80 MPH would bring the engine RPM's to 5280, which is over the red line and might cause engine damage. The Owner's Manual has a very useful RPM/MPH table on Page Five. (see below)

In normal driving, the tachometer can be very useful, especially in highway situations. The Triumph engine develops peak pulling power and best acceleration at just over 3000 RPM. So, if you are cruising at 50 MPH in top gear, (2500 RPM), and wish to pass someone quickly, a downshift to third gear (3300 RPM at 50 MPH) will give maximum acceleration and enable you to pass safely and quickly, shifting up to top gear again after you are well past the other car.

Although the TR engine will pull well in top gear at 1500 RPM, it is advisable to keep the RPM's between 2000 and 3500 since the engine is at its smoothest and best in that range. The engine does not develop much power at 1500 and down-shifting will give you more flexibility in getting out of tight traffic situations.

Most owners find the TR's smooth-shifting gearbox and willing engine a constant temptation to use peak RPM's on all occasions. It should be remembered that constant use of maximum RPM's will increase the normal rate of wear and have a noticeable effect on your gas mileage. If you like to see the tach needle at 5000, reserve your enthusiasm for the open road where your car is at its very best.

ROAD SPEED DATA

	O.D. Top	O.D. Top	O.D. 3rd	O.D. 3rd	O.D. 2nd	O.D. 2nd	Re- 1st	verse
Gearbox Ratios	0.82	1.00	1.09	1.325	1.64	2.00	3.38	4.35

Overall Ratios :

3.7 Axle	3.03	3.7	4.02	4.9	6.07	7.4	12.5	16.1
4.1 Axle	3.28	4.1	4.35	5.3	6.57	8.0	13.5	17.8

⁴Engine Speeds (3.7 axle)

Using Dunlop Tyres :

at 10 m.p.m.	410	500	540	660	820	1000	1630	2180
at 10 km./hr.	250	310	340	410	510	620	1050	1350

Using Michelin X Tyres :

at 10 m.p.h.	420	515	560	680	850	1020	1720	2240
at 10 km./hr.	250	320	350	420	530	630	1070	1390

Engine Speeds (4.1 axle)

Using Dunlop Tyres :

at 10 m.p.h.	440	550	580	710	890	1080	1830	2400
at 10 km./hr.	270	340	360	440	550	670	1140	1480

Using Michelin X Tyres :

at 10 m.p.h.	450	565	600	730	910	1100	1860	2460
at 10 km./hr.	290	360	380	460	510	690	1160	1570

NEWS OF THE LOCAL CLUBS

The Triumph Sports Car Club of New Jersey reports the election of the following officers for 1959: Pres. — Jack Griffie, 94 Sanford Ave., Emerson, New Jersey; Vice-Pres. — Joseph Mastrangelo; Secretary — Mrs. Peggy Donohue; Treas. — Norman Kennedy. The club meets the first Wednesday of each month at 8 P.M. at the 333 Club, 533 Shaler Blvd., Ridgefield, N.J.

The TROC in Los Angeles reports the TROCATHLON, an automotive Olympic event combining many things in one. Final results have not yet been received on this event, which was run November 16th, but it must have been a lulu. Starting at 8:30 A.M., contestants participated in a short navigational rally, a gymkhana, and time trials at the San Fernando Valley Drug Strip. Drag Strip? (!) Other recent activities included a reunion rally of 1958 Rally of Europe participants. 2½ hours of navigating and wonderful eating made a fine afternoon.

The Triumph Motor and Petrol Society of New York held a successful rally on November 30. 31 cars entered the time-speed-distance event which was won by a TR. Another Triumph came in 3rd.

The D.C. TSOA Newsletter arrived just in time for use in this issue. This group has an impressive list of accomplishments for 1958: Membership has doubled since April, three members hold competition licenses and race regularly, club badges are forthcoming . . . and after all this, they are looking forward to re-doubled efforts in 1959. Their enthusiasm is really outstanding!

Recent D.C. TSOA activities were a gymkhana on November 9th, and a meeting/buffet supper held at Capitol Motors, a Triumph dealer in the D.C. area.

Frank B. Hess, TSOA member from Binghamton, New York, would like to get together with other members in the area and form a club. Would all interested members please write Frank at 15 Snow Ave., Binghamton, New York.

MEANWHILE . . . BACK IN THE MOROCCAN MOUNTAINS . . .

Capt. Earl Goodale of the USAF writes that he blew a muffler in his TR while touring high in the mountains of French Morocco. Despairing of a replacement, he headed for the nearest town, Meknes, and was agreeably surprised to discover J. Filali's Triumph agency. Capt. Goodale was sent quickly . . . and quietly . . . on his way, with a new silencer at very reasonable cost. That's Triumph service . . . everywhere!

AN ITEM YOU CAN USE

Meguiar's Mirror Glaze Plastic Cleaner: This is a product which is advocated by the TROC of Los Angeles. We haven't seen it ourselves, but they tell us that it's the real stuff for cleaning plastic windows, side curtains, etc. Available from Meguiar Mirror Bright Polish Co., 365 N. Altadena Dr., Pasadena, Calif. Eastern agent is A. B. LaFleur, 3310 Winnett Rd., Chevy Chase, Md.

LETTERS . . . WE GET LETTERS

Since the introduction of the new Newsletter, we have received an ever-increasing volume of mail. Outside of the requests for literature, new members, etc., there have been many from members who were nice enough to write and let us know how much they liked the '59 model TSOA. Herewith, a few excerpts:

"...new (and very good) publication."

— From TROC TALK.

"...New York has improved the quality of their Newsletter 100% in the past few months. I certainly hope they will continue in the same manner . . . they're even more interesting than the Standard Car Review . . . if that's possible!"

— From D.C. TSOA Newsletter.

"... the TSOA Newsletter is the biggest improvement that you could make in its publication."

— Ray Jutkins, Tuscaloosa, Ala.

"I enjoy the Newsletters very much and think they are very informative. Keep up the good work."

— William F. McNeer, Jr., Bayside, Va.

"I read with special interest the part of the Newsletter on Service, and will look forward to this part especially . . ."

— Edward F. Schwartz, El Paso, Texas

"The Service articles that are appearing in your TSOA Newsletter are terrific and greatly appreciated — keep them coming!"

"I would like to compliment you on the Fine Newsletter. Since I began receiving your Letter in January '58, I have noticed a constant improvement in the quality and interest of the publication."

— Harold Simon, Detroit, Mich.

Thanks everybody! Keep on asking . . . we'll keep answering. Let us know what you would like to see in the Newsletter . . . it's your publication. Suggestions, news, even complete articles are always welcome.

TSOA CLASSIFIED SERVICE

Any TSOA member can place a WANTED or FOR SALE notice in the TSOA Supermarket. Cars for sale, accessories wanted, etc., are some possibilities. No commercial ads accepted . . . members' private property only. Deadline is the first of the month.

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