



TRIUMPH SPORTS  
OWNERS  
ASSOCIATION

# News Letter

45 Rockefeller Plaza

New York 20, New York

Room 3007

Volume II

February 1956

Number 2

## Reregistration -

All members of the TSOA are required to reregister ~~once~~ once a year and we have tried to make this as painless as possible for you. On the second sheet, you will find a blank which we would like you to fill in. Please note there is a blank you can just check if there is no change from your original registration application. A check in this blank and filling in your name and address will do the trick. If you have a new TR2 or TR3 since you originally joined the TSOA, please fill out all the information so we can bring your file up to date. Members who have joined the TSOA since January 1, 1956, need not fill out the blank. All other members must fill out the blank and send it back to this office prior to March 15, 1956.

## Standard Car Review -

Subscription details have been worked out for this fine motoring magazine published by The Standard Motor Co., Ltd., and Standard-Triumph Motor Company, Inc. The magazine covers technical points on all Standard and Triumph cars, news of activities all over the world, and general interest stories on motoring in general. Yearly subscriptions are \$2.00 and your subscription may be sent together with check or money order directly to Standard-Triumph Motor Company, Inc., 122 East 42nd Street, New York 17, New York. Please note this new address for Standard-Triumph which is effective March 5th.

## Shocks -

If you plan on ordering a TR3 and wish to use it primarily for competition work, please specify competition shocks both front and rear. This is necessary as the Company is now producing the cars with settings to give a smoother ride at touring speeds for the general motoring public which is purchasing TR3's for general touring rather than competition.

## Modifications -

First of all, members who do not want to get completely involved with the technical aspects of their TR2 engines will find that high speed tuning is detailed in the TSOA handbook. Fitting of G.C. needles to the S.U. carburetors can cause a noticeable improvement in acceleration from lower speed ranges.

For those owners of a TR2 who have inquired about modifying to a TR3, here is the official answer. The TR3 engine obtains its additional power by the employment of another cylinder head which has larger inlet intake ports, a matching inlet manifold with larger carburetors - SU:H6. These are the basic parts necessary for an increase in performance. Due to the very large demand for the TR3, the Company is unable at the present time to supply cylinder heads, etc. from the parts department. However, it is anticipated that in the very near future these parts will be available to allow TR2 owners to modify their cars and enjoy the increased performance produced by the TR3.



*It's A Triumph!*



TSOA NEWSLETTER - February 1950

Here and There -

Louisiana - Clyde Durham reports he and his wife entered a Lime Run at Baton Rouge held by the Central Louisiana Region, SCCA and took 3rd place. This was the first rally either one of them had ever entered and they took along their 8 weeks old daughter, Cindy. Georgia - Lt. R. Utegaard wrote to let us know he took his Christmas leave driving to Wisconsin, covering some 1200 miles and averaged slightly over 35 mpg without overdrive or any particular economical driving speed. The temperature ranged from freezing to minus 30. He reports he is planning on purchasing a TR3 in Europe. Florida - John Craig let us know that Dr. Al DuPree won the Passalano Trophy which is the highest award a member of the Miami Sports Car Club can receive. Dr. DuPree is a TR2 driver. John also sent along the MSCC rules and instruction for running a Rallye - those members who have trouble with this sort of thing might drop him a line for a copy.

Triumph in Tragedy -

When Dr. Virgil Weis parked his nicely shined TR2 along the curb in San Jose, little did he know what was going to happen. Seems there was this Lincoln complete with two small children parked in a parking lot (we wish we had room for the diagram of this operation) - and one of these tiny tots got on the floor and pushed on the accelerator while the other tiny tot put the car in reverse. With this, the Lincoln came roaring out of the lot backwards, crossed a crowded sidewalk, passed through three lanes of traffic and crashed into the side of the TR2. When Dr. Weis came out of the store, there was his car on its side although no other car or pedestrian had been scratched. The only happy part of this story is that Dr. Weis now owns a TR3 and is delighted with it.

Supplements -

Enclosed with this newsletter are supplements #14, #15 and #16. These will bring your TSOA owner handbook up to date.