



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. VI, No. 2

FEBRUARY 1960

NEW MEMBER HANDBOOKS OFF THE PRESS

REVISED EDITION NOW AVAILABLE

The new TSOA Handbook is ready and there's a wealth of information for you inside its blue and silver covers. The Service section contains a digest of all the valuable tips on maintenance that you have received in the NEWSLETTER, plus special hints for new owners, summer and winter preparation and a list of major changes in the TR since its inception.

Racing addicts and those who are performance-minded will find an expanded Competition Preparation chapter. As with the present Bulletin, this does not attempt a step-by-step account of how to prepare, but emphasizes the areas which need care for a race-winning car and discusses the fine points of certain operations.

The story of the TSOA is included along with all the vital statistics about your car that you'll ever need. Finally, there's the TSOA Constitution and By-Laws and a description of Association services, such as the Rallies of Europe.

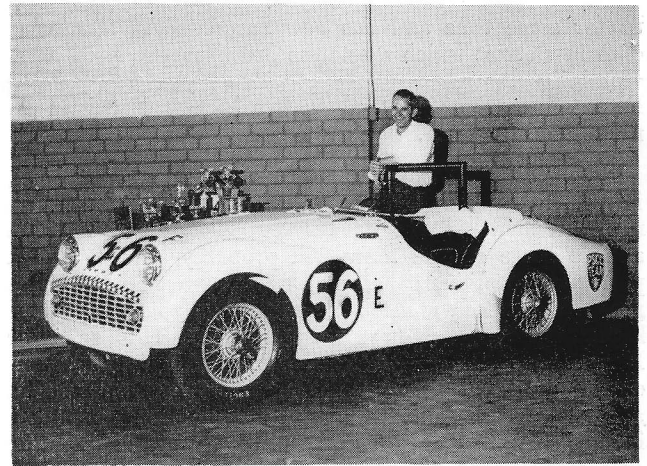
Members who have joined since May, 1959, will receive their new Handbook in the mail, free of charge as part of their membership benefits. Older members who have the original Handbook can purchase the latest edition for \$1.00 post paid. Send your orders to the TSOA.

Additions will be made from time to time as service information and specification changes warrant. Special sections will be issued for new models. Of course, much of the Handbook material comes direct from TSOA members. We're *very* interested in your experiences with your car and what ideas you have for improvements, servicing, etc. When you receive your new Handbook, read it with care and let's have your comments, particularly if you think we've missed something!

For \$1.00 you'll have a handy-sized supplement to your Owner's Manual which you will find invaluable. Why not order yours today?

PHILIP ASHLEY-CARTER

In answer to inquiries from friends, we are happy to say that the family of Philip Ashley-Carter will be fully provided for by Standard-Triumph International, Ltd. Contributions are still being received for the memorial fund which is to be held in trust for Philip's young son. Persons interested in this fund should write to the TSOA for information.



R. W. "Kas" Kastner, Pacific Coast Class E Champ, poses with well-raced but shiny TR-3 and a goodly collection of hardware.

TR-3 IS PACIFIC COAST CLASS E CHAMP

In the August NEWSLETTER we mentioned that a four-car "Triumph Racing Team" had been formed in California with a view to recapturing lost laurels in Class E Production racing. Leading team member R. W. "Kas" Kastner at that time stood 2nd in West Coast Class E point standings. Our crossed fingers paid off! Kas won not only the Pacific Coast Class E Championship but the title of California Sports Car Club Champion and Motoracing West Coast Point Champion.

As is so often the case, Kas drives his winning TR-3 back and forth to work and to and from the race course, the proof that your car is a true dual-purpose sports machine.

EUROPE A LA MODE DE TRIUMPH

The dizzy whirl of Alpine passes at 60 mph, roaring through Italy on the 100 mph Autostrada, the Lido beach in Venice, picknicking by the road-side in France and the constant stream of glamorous sign posts pointing your way to more and more fabulous sights, scenes and things to do in Europe . . . what a wonderful way to spend 30 days!

All the above is for you, if you're one of the only 160 persons who can go on the 1960 Triumph Rallies of Europe. Both Rallies are filling steadily and we expect that vacant spaces will go rapidly when the national ads appear. The period when the Rallies were open only to TSOA members has passed and the general public has been invited. Response has been excellent so if you are

(Please turn to page 3)

CLUB NEWS

Wow! It might as well be spring. New clubs and interested members are budding up like forsythias on a river bank. The first signs of life came from St. Petersburg, Florida, where a group headed by Jim Risher organized in a twink. This year they have already banded together, joined the TSOA en masse, planned club events and elected their officers. As a result of their January 31st meeting, Dan Jones was elected president; Clinton Wolfbrandt, vice president; Harriette Fink, Sec.-Treas.; and Don Cornell, Emily Brown, Mr. and Mrs. Whittle, and Jack Fink as members of the board. If you are in the area and interested, contact Dan Jones at 321 - 173rd Avenue, North Redington Beach, St. Petersburg 8. Actually we've been feeling the ripples of that organization urge coming from Florida for some time, so that when it happened it was a perfect distillate of need and invention.

A TSOA has just been formed in the heart of iron chariot-land. Dick Rowland has been corresponding with us for some time and has now succeeded in forming a club in Detroit which meets the 3rd Wednesday of every month. Although Dick is president, you can contact Ernest G. Davis, 3305 Dudley, Dearborn 8, Michigan for further information.

Dennis Pettid, 2006 N. 23rd Place, Phoenix, Arizona, is working on the formation of a group in that state. We mailed him a list of all the TSOA members in Arizona and so some of you there will probably be receiving a post card or phone call from Dennis or a member of his group. Give him a listen and we think you'll enjoy the kind of program they're mapping out. This goes for Karl D. Svensson, 4201 Delamar Avenue N.E., Albuquerque, New Mexico, as well. Karl will be rounding you up and although there aren't a great many national members in New Mexico, we know that interest and participation of a small group are far more important than numbers.

Now we're polling the Texas delegation. All good party members contact Mr. Dave Talley, 623 West Erwin, Tyler, Texas or Mr. Don M. Baxter, 1218 Texas Avenue, Texarkana, Texas.

Florida, Arizona, New Mexico, Texas . . . the South is rising.

Jim Vormelker writes us that the Central Michigan Triumph Sports Club, of which he was once president, has just altered its membership requirements and is admitting other marques in an effort to expand its numbers and facilitate the running of larger events. Jim, by the way, had response from last month's mention of his interest in forming a Cleveland TSOA. Those of you who are hesitating can give him a ring at EVergreen 2-2414. You can write him at 3561 Boynton Road, Cleveland Heights 21, Ohio.

TROC TALK front-paged its January 16th gimmick event, "The Lost Shoe Rally," with a description of the type of Cinderella panky it would involve. Barbara Langley devised the whole affair and, of course, not wanting to tip anything off, was vague about how rallyists' slippers, sandals and boots would be important. But she's a smart first-time rallymaster. She insured a good turnout and cheerful enthusiasm by awarding each contender a cocktail at the finish line (. . . how about a marTEENEE?).

In the same issue of the Triumph Owners Club's newsletter, member Bylle Folk, describes the fun she and her husband, John, had on the 1959 Rally of Europe. We wish we had room to quote all of it but here's how she ends.

"Who were these people on the TRiumphal tours? Some of the most sedate and sensible Americans! We had 2 doctors, 2 lawyers, 2 apartment house-owners, 2 statisticians, several company-managers, a sprinkling of retired luckies, and all made a group that was congenial and just the greatest. If you have any idea that you would like to make the trip, don't wait! You will long remember the most worthwhile trip you have ever made. We'd gladly go back tomorrow if we could. We're just living for the day when we can. Try to be on the '60 tour. You'll be as glad you did as we are about our trip."

The Triumph Owners Club of Jamestown dared the wilds of December 20th for a Christmas Rally, rendezvousing that evening for a chicken-in-a-basket dinner. Francis Moynihan described the day as sunny, but snow on the roads played havoc with the mileage indicators for a few rallyists who spun their wheels. Leonard Larson mastered the event. TOC of Jamestown just held its second election of officers and is fast approaching the completion of its first year.

D. Peter Snow, Vice President of Service with the Standard-Triumph Motor Company in New York spoke personally with the Triumph SCC of New Jersey at their non-business meeting on February 3rd. From reports, it was an interesting evening of questions and conversation. The club's next event is "Harry's Rally" on Sunday, February 21st, registration at noon, Sandy's Charcoal Hearth, Route 4, Paramus, New Jersey.

The number of members in the Rochester Triumph Sports Car Club is taking a dramatic up-swing as it approaches its second year this April. Secretary, Shirley Homsey, reports that the club has a new monthly newsletter named the "Triumph Tracker," and is planning an event-filled spring. They meet the first Tuesday of each month at the Pine Grove, 1246 Buffalo Road, Rochester, New York. If you're interested in talking with Shirley, contact her at 37 Isham Avenue in Avon.

TROPHY TIME

Mr. Jim Duncan, an old pair of steady hands at the wheel, drove away with Canada's 1959 championship in his TR-3. The competition is sponsored by Canadian Racing Drivers Ass'n, (CRDA) and Jim was an easy-in to cinch the Overall crown, going into the final event with a string of nine class wins, two seconds and two thirds throughout the season. With these laurels to his credit, all he had to do in the final race was to place no further back than third in class, but this, for a time, seemed a difficult task. By some crazy oversight, Jim ran out of gasoline with only a few laps to go. But he made it—yes he did, and we want to offer him our congratulations on a successful year.

Ernie Davis of the Detroit TSOA has an impressive list of wins in class with his TR over the past year . . . six firsts, three seconds, and four thirds. But what is especially interesting about Ernie's record is that he is driving a 1954 TR-2. We wonder if there are any other TSOA members who are racing their TR-2 with a lower commission number. Can you beat TS #436?

If you're planning on driving to Sebring this March, you might be interested in a rally being staged in conjunction with the big event. The Sports Car Club of America is sponsoring the "Charleston-Sebring Jamborallye" as a time-speed run between The Citadel military college and any starting point of your choice. Then, following a reception by the cadets, special driving tests will be held. That midnight, the first car will leave for Daytona Beach, lap the Daytona International Speedway there, and continue southward for Sebring. The rally committee has a difficult driving section planned for this

last leg which takes you into Sebring on the afternoon of Friday, March 25th, in time for the 12-Hour Grand Prix of Endurance. Are you interested? If so, write for entry forms and regulations at Sports Car Club of America, Inc., Charleston Region, 334 Cessna, Charleston, South Carolina.



This is a photo contest entry coming (via Sarge Harris) from that rambling group in San Gabriel, the California Triumph Sports Car Club. Seems that some members were out on a "Fun Run" one day, and paused long enough to be shot lined up in front of a movie set for the TV series, "Bengal Lancers." Those adobe walls look solid but they're a flicker imitation of what stood in this valley lined with huge boulders years ago. Named "Vasquez Rocks" after the infamous outlaw Tiburcio Vasquez, this was the setting of his hideout before he came to a bad guy end in 1875.

EUROPE (Continued)

still trying to decide, don't delay too long . . . '61 is a long way off!

Bookings for Rally #1 must be in by March 20th. Send yours right away.

NOTE: Bulletin #2 quotes Folkestone Delivery as \$21.00. Bulletin #1 mentions a charge of \$50.00 for Touring Documents, license and registration, etc. However, the total charge for delivery, documents, registration, RAC membership and some other items is \$61.00, not \$71.00 as you would assume from reading the Bulletins.

HELLO OUT THERE

The TSOA has one group of members who are so mobile that it is difficult to keep a correct address for them. In keeping ready-typed labels in preparation for mailing the new Handbooks, we ran the risk of having incorrect labels for some of these military members and when we checked, we found several names whose file cards were gone from the location shown on the label. So gentlemen, please drop us a line giving your new address and a Handbook will go to you immediately.

Terrence P. Fahey, U.S. 55652110, APO 288, New York.

George S. Fox, U.S. 55665380, Inst. Co. B, Ft. Gordon, Ga.

George W. Henderson, APO 36, New York.

Lt. Col. John J. Hickey, APO 633, New York.

Dr. Barry A. Janov, 05 500 847, Dent. Det., Ft. Sill, Okla.

Lt. Adele A. Richards, 1st AF Hosp, Selfridge AFB, Mich.

Edward Schichtel, U. S. Jason, FPO, San Francisco, Cal.

Ron Simmons, 218th MI Det., Ft. Bragg, N. C.

SERVICE

Here's the first in a series of Service columns featuring answers to questions of general interest to all members.

1. *L. J. DiAngelo asks: If you have a lot of 15-25 mph driving to do in town, should you keep the gears in third, or even second?*

Definitely! Putting along in high gear at 15 mph is hard on gas mileage, engine bearings and your nerves. It will also contribute to "carboning-up" your engine sooner than normally. See your Owner's Manual or the new TSOA Handbook for Road Speed Data which gives engine speeds in various gears. Keep in mind the fact that the TR engine pulls best at 2000-4000 rpm and shift accordingly . . . the TR's nimble handling and quick acceleration will ease you through traffic, but only when used properly! If you have overdrive, 2nd and 3rd overdrive are terrific in heavy traffic.

You can judge shift points at all times by remembering when the engine pulls best . . . fast passing is easier done in third on the highway at speeds between 40 and 60 mph for example. The cardinal sin is "lugging" at low speeds.

2. *Is there an anti-burglary system available?*

No official information available on this one. Try one of the usual electrical devices or possibly a commercial alarm, such as used on trucks, could be installed.

3. *Several members have asked about the best starting procedure, feeling that the method outlined in the Owner's Manual is not explicit enough for really cold American winters.*

The Owner's Manual method is definitely the correct one and should be followed. We are advised by the Standard-Triumph Service Department that idling the engine for periods of several minutes, especially with the choke out, can be very detrimental to bearings and cylinder walls. Never rev the engine when it starts . . . use very light pressure on the throttle and let the choke take care of the rest. Start the engine with full choke . . . keep it running with as little choke as possible, maintaining 1500 rpm by using the throttle. The engine will warm up faster under load, so drive away as soon as the oil pressure is up, but do it gently. Hold the rpm's down to 2500 or so until temperature is normal. Do not rev fully until the engine is not only warm but has been driven some distance, since the oil takes a lot longer to warm than the water and you are not receiving sufficient lubrication on a cold day when the temperature first comes up to normal. Use the choke to get under way from rest, traffic lights, etc., but push it in once you are going.

The weight of oil in the crankcase can have quite an effect on starting ease. SAE 20 oil is quite sufficient for winter driving in the 20-50 degree temperature range and 30 weight at those temperatures could drag enough on cold mornings to possibly run down your battery. It will also increase gas consumption.

4. *What points on the TR-3 require low-pressure greasing?*

The rear hubs, universal joints and water pump should never be greased at higher than hand-gun pressure. Use no more than five strokes of the gun, since too much grease can blow the seal just as fast as too much pressure. If normal service station pressure is used, too much grease is pushed in too fast and the seals will go. Patronize a good station which should have a low pressure adaptor.

THE VIEW FROM THE OTHER SIDE

The Newsletter of the London Branch has been reaching our desk lately and gives an excellent view of TR enthusiasm and driving in England. With the interesting material in the December issue is an article by the Editor, Tony Angel, (you may remember our write-up in the December NEWSLETTER about his visit in Chicago with the Northern Illinois TSOA folks) on driving in the U.S. We thought it was a notable example of an outsider's impressions of American laws and manners on the road and decided to print it in full. Herewith, Tony Angel on:

"Impressions of A Motorist In America"

"On November 20th I was fortunate in being able to visit America on business and as this is my fourth in the last two years, covering New York, San Francisco, Chicago and Detroit, I thought I'd jot down some interesting impressions of America from the motorist's point of view.

"The first thing one notices on landing in America is that almost everything is twice as big as in England. This goes for the buildings, cars, lorries (*trucks*), buses, and, of course, the roads! There's no doubt about it, the Americans have a really wonderful network of roads in and around their cities and interconnecting with their larger towns — once one gets a little off the beaten track, though their "roads" are very poor, being comparatively narrow, to cope with the larger vehicles, and very rough. There's no such thing as a roundabout (*traffic circle*) of course. The Americans think our roundabouts are rather cute and the many fly-overs (*overpasses*) and clover-leaves are a joy to see and use. Approaching Chicago by road from the airport one is on a six-lane expressway which opens out to an either-lane "Freeway" as the driver nears the city itself — after that you just "peel off" at one of the many clover-leaves in the city, depending on which part of the city you're heading for. The eight-lane road continues right through the city to join the Expressway to the next large area of population! During the morning and evening rush hour periods, ramps are raised hydraulically in the road making the division of six lanes in one direction and two in the other. With the rush hour over, the road becomes four lanes in both directions!

"The roads are very well sign-posted but motoring, particularly from a TR owner's point of view, is dreadfully frustrating! Most States have a maximum of 65-75 mph and unless one travels by means of the occasional Tollway, you just *can't* do 100 mph in America! Even on the Tollway, the police are quite likely to stop a driver who is travelling at 80 mph or more for "driving dangerously" or for "not driving within the limits which conditions allow". The speed limits normally start at 20 mph in the city centers, then increase to 25, 35, 45 and 50 as one reaches the extreme suburbs and joins the Expressways. The majority of Americans seem quite happy with this state of affairs and just don't want to drive any faster (!! — *Ed.*). I met the Sheriff of Wayne County whilst in Detroit and gave vent to my feelings concerning their speed limits, at which the Sheriff offered to give me a drive in his 1959 Ford on the Expressway — we did a maximum of 105 mph and it made my day!

"During my last visit to the States I think I counted about a dozen cars which could be called clean — although I *was* told this wasn't true of TR's. It breaks one's heart to see how Americans treat their cars. Not many houses have garages (*This is an understandable remark if you consider that Mr. Angel spent most of his time in cities*) and even if they have they are hardly used — during each night one sees cars parked bumper

to bumper along every residential road that one passes. I asked an American and the reply was that it was too much bother to open and shut the garage doors each time one wanted the car! Bear in mind here that the temperature was 17 degrees below zero at the time! Its quite something to see an American motorist park in the city — they use the Braille method — and it's just too bad if your bumpers are the wrong height!"

We're sure you'll agree that some of Mr. Angel's comments are thought-provoking for those of us who know only our own "rules of the road". The idea that it is even remotely possible to travel 80 mph on a toll road without being nabbed immediately by the men in blue was startling, to say the least! You can understand an Englishman's frustration on seeing our wide open roads and being unable to travel them at speed, something an English TR owner can do with impunity on roads far more congested than ours!

Thanks especially, Tony Angel, for the gentle nudge on keeping cars clean. Pride of ownership is best reflected in a well-kept car and the finish won't reflect at all if all the care it gets is a sketchy wash-and-wipe on rare occasions.

Members' comments on Mr. Angel's article will be welcomed and will be forwarded. We'll print the most interesting in a future NEWSLETTER.

SQUIBLINGS

This business of collaboration is a touchy one. Aside from the battles we'll never know about occurring behind the door marked "Lerner & Loewe, PRIVATE," there is public evidence of their argument that somehow resolved itself. We're talking about the fact that it's "Lerner & Loewe," not "Loewe & Lerner." Obviously, Lerner either has more money or bigger muscles. At least we can thank goodness that they agreed on "My Fair Lady," (can you imagine "Lady Fair of Mine"?) Like good tunesmiths, they sidestepped the problem with "Gigi."

These thoughts came about as a result of a gentle gibe from two friends of the TSOA who co-authored a book which we offer as first prize in the NEWSLETTER photo contest, RALLIES TRIALS & GYMKHANAS. We stand corrected, gentlemen. Dave Hebb and Arthur Peck want us to realize that it's Hebb and Peck who wrote "GYMKHANAS, TRIALS & RALLIES."

O.K. now fellows?

CLASSIFIED

FOR SALE: TR-3 tonneau cover, white, good condition — \$15. Tom Pinkerton, Box 32, Buckatunna, Miss.

FOR SALE: TR-3 soft top, white, good condition — \$25. See Pinkerton above.

FOR SALE: Triumph TR-3 Tonneau Cover. Excellent condition — \$25. Herman Mertins, Jr., 106 Ridge Road, Little Falls, New Jersey. Tel. CL 6-5528.

TSOA SUPERMARKET

T.S.O.A. Neckties	\$5.00
TSOA Handbook	1.00
"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 Triumph Review Subscription	\$2.50/year
Competition Preparation Bulletin	FREE

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