



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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FIRST PLACE U. S. MONTE CARLO TEAM DRIVES TRIUMPH



MONTE CARLO VICTORS—Bob Halmi (right) and Doug Kennedy pose with the trophy for First-Place American Team and the Triumph that brought them through. Note the extra lighting equipment, heavy-duty tires and skid plate mounted below the radiator. Blazers and flannels are not the official Rallye uniform.

HALMI - KENNEDY TEAM TAKES AWARD FOR FIRST PLACE AMERICAN MONTE CARLO RALLYE ENTRY

Robert Halmi and Douglas Kennedy, running their second Monte Carlo Rallye as a team, were the first American entry to finish in the 1959 running of the famous event. Halmi, a well-known New York photographer and Kennedy, Editor of True Magazine, are veterans of many National Rallyes in this country.

The car-killing Monte Carlo is run in three progressively more difficult sections. First comes the 3500 kilometer major section of the Rallye. 63 hours of non-stop driving at a minimum average of 60 kilometers per hour means many cars and drivers eliminated right at the start. Section number two is the Mountain Circuit . . . nine more hours of careening around mountain roads sans guardrails and literally sliding, with very little hope of stopping, down steep sections of road that would be difficult in mid-summer! By the way, there is a "rest stop" between the first and second sections. Teams are allowed *three hours sleep* after their 63-hour stint, before tackling the Mountain Circuit.

If there is anything left of car, driver and navigator at the end of the Mountain Circuit, the Regularity Run, a fantastically tough combination of gymkhana, trials and time-speed-distance course, will finish whatever chance they had of coming through with no penalty points.



COME AWAY, LUCILLE—Tad Woodhull (standing, right), travels through the Northeastern part of the country selling replicas of 1901 Oldsmobiles, using his TR-3 to pull his "sample". He's never had a moment's trouble from the Triumph and he cruises regularly, with trailer, at 65. (Photo by Maurey Barber)

326 cars started from Paris, Glasgow, Athens, Lisbon, The Hague, Stockholm and Warsaw. Of these, approximately 120 finished, which is very high, considering that only 28 finished in 1958. Halmi and Kennedy, starting from Paris, finished the first leg with no penalty points. On the Mountain Circuit, in stopping to aid Triumph Team-Member Keith Ballisat, they lost about 15 minutes, which is enough to put any contestant out of the running. Despite the knowledge that they could not place very high in the final standings, they finished, still beating all other American entries.

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RALLY FEE CHANGE ANNOUNCED

All TSOA members should have received Bulletin #4 — Revised Rally Fee Schedule, and a Flash Bulletin, within the last few days. The loss of our chartered planes has made it necessary to raise the Rally Fees. However, there is still no other tour offering comparable first-class accommodations and special services at similar low rates.

Rally #1 is now completely booked, but there is space available on #2 and #4. There's still time for you to join your fellow members on a jaunt around Europe. And, if you can't make it, urge your friends to join the TSOA and go on a Rally. Send us names and addresses and we will forward complete information.

NEWS OF THE LOCAL CLUBS

The December and January issues of "The Hooter", publication of the Triumph Sports Car Club in San Gabriel, California, gave us the low-down on recent activities. One of the most interesting was the description of the club's first annual Saint Nicholas Party. The club drove, en masse, to three different members' homes for pre-dinner refreshments, salad, and a ham dinner and after-dinner party. "Progressive" parties are not new, but when they're done via sports car . . . that's news!

Further TSCC activities: The "Anno Finis" Rallye. The Hooter reports four cars lost, one of which has not been seen again. Winners of the event were Harold and Betty Norton. Club members provided transportation for a number of lovely models in the El Monte parade. . . one was so distracted that he didn't notice his car had been hit in the rear by a truck!

New officers for 1959 have been elected by the Triumph Motor and Petrol Society in New York. They are: President — Spencer Lane, Vice-President — James Murphy, Treasurer — Justin Kline, Secretary — Barbara Stone, Corresponding Secretary — Edwin Glasser, Activities Chairman — Stuart Rothkopf.

Al Hodgson of the D. C. TSOA sent along a photograph of their new badge. This will be available to members at a very reasonable cost, in car badge and lapel button form. Other clubs interested in badges can contact the D.C. TSOA through Barbara Kinberg, Secretary, 1015 Frederick St., Arlington 4, Va. See photo of badge on page 3.

The last D.C. TSOA Rally was well attended. Honors went to Jake Ruppert and Bob Anderson — First, Joe Barthold and Bob Hussman — Second, and Pat and Billie Patterson — Third.

NEW LOCAL CLUBS GET UNDER WAY

Four new TSOA groups are under way or organizing in various areas. We urge all members who live in these areas to contact the new chapters.

TRIUMPH SPORTS CAR CLUB — Mr. Kenneth Wolfe, 3243 Redwood, Stockton, Calif.

TRIUMPH SPORTS OWNERS CLUB — Mr. Robert J. Shaw, 612 First National Bldg., Davenport, Iowa.

OKLAHOMA CITY TSOA — Mr. Richard P. Chambers, 4413 N. Barnes, Oklahoma City, Okla.

TRIUMPH SPORTS OWNERS ASSOCIATION—LONG ISLAND — Mr. Raymond J. Staten, 45 Harbor Rd., Port Washington, Long Island, N. Y.

Good luck to these new chapters! TSOA will be more than happy to help any other members who are trying to form new groups.

TROPHY TIME

This month produced a bumper crop of letters about competition successes scored by TSOA members all across the United States and from as far away as Canada and the newest and largest state, Alaska. Who ever said that activity was slack in the winter?

J. A. Andre Lamarre, new member from the Town of Lemoine, Quebec, Canada, writes of his racing activity with a TR-2 last summer. In six starts, Mr. Lamarre took 2nd in class once and 4th in class twice. In 1959, Mr. Lamarre intends to bring his TR-2 up to TR-3 specifications and then some and hopes for a successful season racing in Class E Modified.

The average sports car driver who races his car seems to be satisfied with 3 or 4 races in a season. Not so for Lt. M. Inge Johnson, now stationed with the Air Force in Kansas. Lt. Johnson managed fourteen races this past season, taking 5 1sts, 2 2nds, 3 3rds, 1 4th and a 5th place. All these wins were in the special Triumph class.

TR-owning members of the European Motor Car Club of Davis, California have scored high in the last three months. President "Skip" Purdy navigated for Walt McCall in the 1st Annual Rocket Rally, sponsored by the Aerojet Sports Car Club of Sacramento, winning first place. This was a two-day, overnight run from Sacramento to Reno, Nevada and back. In an Autocross sponsored by the Sacramento group, 1st Place went to Don Scarborough. Another first in class, this time at the SCCA Cobb Mountain Hill Climb was taken by Bart Martin. Finally, a 3rd in the Triumph Class to Bill Brown, running in the Lincoln Airport event of Sports Car Owners, Limited. We're expecting to hear of more wins from this group whose interesting designation is E=mc².

Triumphs finished 1-2-3-4 in the Grumman Antique and Sports Car Club's February Follies Rally, held February 2nd on Long Island, New York. Run in clear but cold weather, this event was laid out over some of the most rugged back roads on Long Island, including a section known as the "Roller Coaster". Average speeds ranged from 20 to 36 MPH and there were three controls in the 107½ mile Rally. One feature much appreciated by all entrants was a free lunch provided by the sponsoring club. Total entry was 49 cars, 11 of which were Triumphs. The winning Triumphs were piloted by: First — A. Daniel and K. Brand, Second — R. Brane and P. Belknap (Novice Team), Third — J. Knight and L. Johnson, Fourth — M. Strobach and R. Meyers.

From a blown engine to First in Class in one season . . . that's the enviable record of E. G. Davis, TR-2 driver from Dearborn, Mich. Mr. Davis' first event, entered in August, ended with expensive noises in the engine room. Not to be stopped, he rebuilt and entered the Michigan Hot Rod Association Sports Car Time Trials, picking up hardware for First in Class and Fastest Time. Later, Mr. Davis placed Second in Class in three timed events on the Oakland County Sportsman's Club closed road course. To close the season with a Triumphant flourish, he vanquished all comers in the Michigan Sports Car Club annual Mt. Clemens race, placing First in Class E ahead of an Arnolt-Bristol.

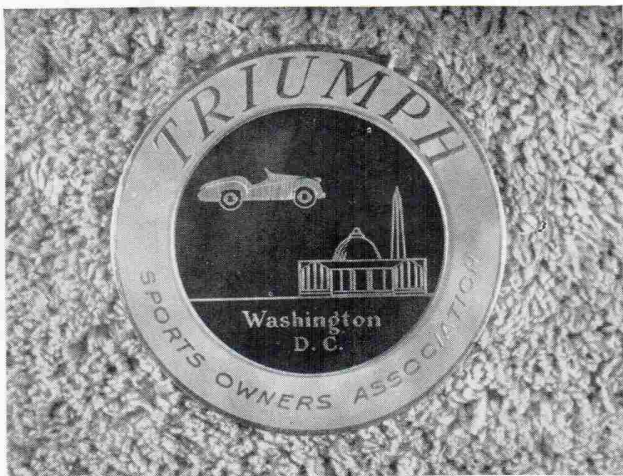
The Birmingham Branch of the Alabama Sports Car Club staged a 120-mile Rally on January 18th, attracting 23 entries, 8 of them Triumphs. After the dust settled on the winding, hilly course, Pal and Hazel Shoemaker had taken 4th, Ray and Marcia Jutkins 5th and Chuck and Janie McReynolds 8th.

Polly Johnson, President of the Alaska Sports Car Club, sent us the results of the ASCC's 1959 March of Dimes Rally. 30 entries from a 400 mile radius competed and the two top places were taken by TR's. First place went to W. Woodward and A. Gillespie, Second to Mr. and Mrs. Redding.

We'll be bringing you regular reports on Alaskan activities, courtesy Mrs. Johnson, who, besides being President of the ASCC, writes a column for the Anchorage Daily News on Sports Cars. At the top of the column is an attractive cut of a TR in action. We hope that Triumphs will continue to figure prominently in the Alaskan winner's column!

Bob Halmi's notes on the 1959 Monte: Great fun starting at 2 A.M. from the center of Paris and getting a police motorcycle escort through the city at 80 MPH . . . driving flat out over mountain roads closed as "impassible" to all except Monte Carlo cars . . . passing nine cars piled one on top of the other in a deep ditch . . . hearing Standard Ten driver Cyril Corbishley tell of his hair-raising 200-foot fall from a bridge (no guardrails) when both tires on the right side blew at the same time. Corbishley's navigator was asleep at the time and woke up after they crashed, saying "I had the most horrible nightmare!" He did, indeed.

Despite almost hopeless driving conditions and all-but-impossible average speeds, driving the Monte is no nightmare, but a thrilling experience for anyone who loves competitive driving. Congratulations to Bob Halmi and Doug Kennedy for a job well done. Best wishes for another try in 1960!



NEW D.C. TSOA BADGE — Outlines and lettering are chrome, inner circle is black, outer ring is red. A very attractive design.

BUREAU OF MISSING MEMBERS

Every time a TSOA mailing goes out, there are bound to be a number of letters returned stamped "Moved — No Address" or "Unknown". While we'd like to dig for the mysterious whereabouts of the persons involved, we are unable to do so. So, without further ado, we must remove the names from the mailing list. Drastic action, perhaps, but it's all we can do.

If you change your address, please don't join the multitudes in our "Lost-Stolen-Strayed" files. Send us your address change immediately so you will continue to receive the Newsletter and all other mailings.

MEMBERSHIP CARDS

In answer to many requests from members, we have made up a TSOA Membership Card. Yours is enclosed with this Newsletter. It's a handy size . . . small enough for wallet or purse, but not so small as to be easy to lose. Please hang onto it . . . you will need to send us the month and year of your Membership Registration in order to get a replacement.

This month, we will take up the subject of rattles . . . possibly the most irritating aspect of driving any car. We would like to credit both the Standard-Triumph Parts and Service Department and John Barrett, writing in TROC TALK, for the following information.

Hood Hinge Pin Rattle: This unusual rattle is difficult to locate. As the hinge is mounted on the scuttle, the whole scuttle and firewall, as well as the hood, act as a sounding board making the rattle particularly elusive. To locate this rattle, remove the side screens and drive over a rough road. The driver can put his left hand round the windscreen and feel the hinge on his side, the passenger can do the same on the right. If the hinge pin is felt to be loose, remove the hinge and center punch the pin. If wear is not too excessive, this will swell the pin enough to stop the rattle. If there is considerable wear, the only alternative is replacement of the hinge.

Oil Dipstick Rattle: It is possible that the oil dipstick may not be a tight fit in the crankcase and will rest against the steering column. This produces a rattle heard inside the car since the noise travels up the steering column. To correct this, many times it will only be necessary to spread the split end of the dipstick so that it will fit more tightly. Clamp the dipstick in a vise — not too tightly — and with the felt stop about $3\frac{1}{2}$ " from the vise. Insert a screwdriver between the two halves of the stick and turn it, spreading the split end. Try this until a tight fit in the crankcase is achieved.

Hood Rattle: Occasionally, the hood fasteners on the TR-3 give rise to a hard-to-trace rattle. To correct it, take a piece of garden hose or a used brake cylinder cup and insert it in the U-shaped bracket which supports the striker pin and spring. The length of the piece of hose should be such that it can just be pushed into the little box space made by the U-shaped plate.

Battery: Problems with the battery usually occur more in the form of slides and thumps. If you have the Lucas battery, simple tightening of the nuts on the tie-down rods will stop it from sliding (usually noticed when cornering at speed or when stopping). If you have a replacement battery, chances are that it is a smaller size and it should be carefully blocked in place, front and side, with wooden blocks.

Exhaust System Rattle: That thumping rattle from beneath the car while the engine is idling is probably the muffler or other part of the exhaust system hitting the frame. It does not take long to loosen the clamps, re-align the system and tighten it up again. Also, watch that seat belt hold-down bolts are not hitting the muffler.

Rear Shock Rattle: If you have a persistent banging in the rear of the car, try tightening the bolts holding the rear shocks in place. Another rear end rattle may be loose tools in the trunk or spare tire compartment.

Fuel Tank Overflow Pipe: This pipe is inclined to vibrate where it is clamped to the frame. Tighten the clamp and apply a little grease.

If your car has developed any unusual rattles, let us hear about them and the steps you took to cure them.



A STUDY IN CONTRAST—Kuan-Yin, Buddhist Goddess of Mercy is serenely unaware of the TR-3 parked near her temple. The enormous statue is located in Takasaki, Japan, near the Japanese Northern Alps. See story below.

23,000 MILES TOURING IN JAPAN

It's a pity we do not have space to print the entire group of photos sent to us by Sgt. George M. Barksdale, USAF. The photo above is only one of a complete "story in pictures" sent to illustrate Sergeant Barksdale's experiences while on duty in Japan. He paints a fascinating picture of 23,000 miles on Japan's best and worst roads, noting that 10,000 miles travel there is equivalent to 20,000 just about anywhere else. Tokyo traffic, says the Sergeant, is similar to downtown Paris with everyone driving on the wrong side of the road. Out of town, the same conditions prevail, except that the roads are more like logging tracks.

Despite conditions which would make a veteran trials driver tremble, Sgt. Barksdale spent many exciting weekends driving the length and breadth of Japan, including excursions high in the Japanese Alps where roads switch back and forth much as they do in Europe, but with quite a bit less snow in evidence. He also sent a photo of the Tokyo Sports Car Club Christmas Rally, 1956, where he and his TR took all 2 litre honors.

Sergeant Barksdale, now driving a 1958 TR 3-A, his *third* TR, is presently stationed in Smyrna, Tennessee.

NOTES ON LONG-DISTANCE MOVES VIA TR

Haskell C. Scott, a member of the Air Force's Mobile Training Detachment, is often forced to move long distances in a hurry. These moves are usually sudden enough to prevent sending anything ahead, so the Triumph must do duty as moving van as well as carrying Mr. Scott and his wife. To give you an idea of how well they have learned to utilize the space in their car, they manage to pack all the essentials for setting up housekeeping in a furnished apartment. This includes dishes, utensils, 8" TV set, clothes, bedding, portable radio, toilet articles, towels and any food left over in the refrigerator. Here is the Scott's system:

Don't use luggage. Pack the trunk like a suitcase! First, clean it thoroughly and apply masking tape to sharp edges and any spots where water might find its way through. After packing, close the lid and use masking tape around the opening to make sure the load stays dry.

In the spare tire compartment go the tonneau cover, tools and small spare parts like plugs, light bulbs, points, etc., spare hoses and fan belt, a quart of oil and anything else that will fit in the center of the spare or around the edges of the compartment.

For the passenger's comfort, the right seat squab is arranged so it will fold back, providing a bed. Bedding, towels, etc., are piled beneath the back so it does not recline too far. Toilet articles go in the glove compartment, lunch in the door pocket and you're ready to roll.

Mr. Scott figures that 1000 miles = 24 hours and \$15.00 for gas and oil. He carries a spare oil filter with him and seldom needs more service than gas, oil and grease on a long trip. He says his friends are amazed . . . we don't blame them. You have to be a TR owner to appreciate what can be done with one!

TSOA HITS ESQUIRE

Run, don't walk to the nearest news stand and pick up the February issue of Esquire magazine. Inside, you'll find an article called "The Great European Drive-Away", featuring the TSOA Rallies of Europe. There are some excellent color photographs and we think you'll find the article very interesting. Those who participated in the 1958 Rallies will appreciate the lovely shot of the winding Alpine Road on which a long line of TR's creeps slowly. Unwise souvenir hunters will understand the problem faced by the enthusiast with an antique wine bottle half as big as his TR. This is an article you won't want to miss!

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

CLASSIFIED

FOR SALE: 58 TR-3, 11,000 miles, White/Black, Heater, Tonneau, Wire wheels, adjustable steering. Make offer to Hugh J. Fitzsimons, Jr., 234 Fountain St., New Haven 15, Conn.