



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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## 1960 TRIUMPH RALLIES OF EUROPE ANNOUNCED BOOK YOUR SEATS NOW!

### RALLY RUN-DOWN . . . 1960

Ever since last September, members, hundreds of them, have been begging us for 1960 Rally of Europe information. They wrote, they phoned, they appeared on our doorstep in person . . . they said it would never be done but we did it! We mailed complete 1960 Triumph Rally of Europe information on January 7th. If you didn't get your mailing, write us immediately . . . you can't afford to miss reading about the exciting new features of 1960 Rallies.

1960 will be the jet year for the Triumph Rallies. No more long, long hours of flying time to London . . . we'll make it in about 7 easy hours. As a matter of fact, we planned it that way . . . it's the perfect length of time for a pleasant nap after the send-off dinner party. Party? Sure, we'll be wining and dining at the famous Golden Door restaurant, one of the most attractive features of New York's Idlewild International Airport. Rallies 2 and 4 in 1959 had their parties at the Golden Door and the enthusiasm was universal.

After breakfast English-style at London Airport, a comfortable coach will deliver you to your car at Folkestone. Following a good night's sleep, you'll be on your way cross-Channel, bound for Calais and all points east . . . in Europe! The basic itinerary is very similar to Rallies 1 and 4 in 1959 and contains the features that previous Rallyists have found most enjoyable. Some changes have been made, but only to increase the beauty of the route and allow more time in favorite places. There will be opportunities to visit the monastery of Chartreuse, home of the famous golden liqueur, time out for bathing on *both* Riviervas, a chance to take photos of Europe's finest scenery, tea with the Duke of Bedford, an evening at the Folies Bergere and many other wonderful things to see and do. Don't forget the added plus . . . the TSOA Rallies have *special* services for baggage, extra parties, mechanics travelling right with the group and the sports car camaraderie that is never found on an ordinary tour.

In case you hadn't thought of it yet, there's no telling how many of your friends might be interested! What about a trip through Europe with your neighbors, your close friends from the sports car club or your favorite bridge partners? In the past, groups of close friends have found a TSOA Rally the perfect way to spend a holiday together. Ask your friends . . . they'll be wild about the idea. And, even if you can't go, they may want to!



*ON THE ROAD TO INNSBRUCK—The sun glinting off the snowy peaks of the Alps in Northern Italy and Austria is likely to increase the driving time of avid photographers. Camera bugs, attention! The 1960 Rallies should happen to you!*

Of course, you'll find many new friends on the Rally if you go alone. It's amazing how much fun Rallyists have doing things together, right from the start. Besides, if you get tired of company, you're free to drive as you please each day. Your hotel room will be waiting for you when you arrive.

By the way, we apologize. We were late! But, don't you be . . . send in your Rally Booking Form right away. After all there's only room for 80 people per Rally and April 29th will be here in a hurry. Here's another quick list of prices:

- DEPOSIT: \$200.00 per person, to be sent with Booking Form.
- RALLY #1: April 29th — May 27th (Returns AM, May 28th). Single: \$1051.00 Two in car: \$979.00 each.
- RALLY #2: May 27th — June 24th (Returns AM, June 25th). Add \$10.00 to Rally #1 prices.

These are your Rallies, planned for the enjoyment of sports car lovers who think the TR-3 is the greatest sports car around. Talk them up . . . if you can't join us (and we hope you can), tell your friends. Send their names and addresses to the TSOA and we'll forward all Rally information immediately. See you in April!

## CLUB NEWS

Jim Vormelker, former president of the Central Michigan Triumph Club, finds his new job taking him to Cleveland. We were sorry to have to tell him that as yet there is not a TSOA there, but Jim seems interested in getting things started. You can reach him at 3561 Boynton Road, Cleveland Heights 21, Ohio. Now's your chance to organize with the help of a past-master at it.

We forgot a promise and our face is Signal Red. It seems as though way last October we received word from Dick Rowland that a club had been formed in Michigan by the name of Detroit Triumph Owner's Club, and we said we'd announce the good news in these columns. Well, somehow or other, we didn't and this is to say we're sorry. The group is meeting at the showroom of European Motors, 8811 E. Jefferson, Detroit 14, every 3rd Wednesday of the month at 7:30 p.m. All you Detroitites . . . er . . . Detroiters . . . Detroitians? anyway, all you cats in the heart of iron-chariotland, run on down this Jan. 19th, hear?

Thanks for your Christmas cards and New Years greetings. It was gratifying to see so many members take the time between Christmas shopping and tree trimming to think of us.

Barbara Fenske of the Northern Illinois chapter of the TSOA didn't tell us who it was, but the person in charge of planning their December 17th Christmas party held at the Hillside Country Club, knew just what it takes to cap off an evening of dancing, food and grab bags. An indoor gymkhana! Using little toy remote controlled foreign cars, the entrants had to maneuver around pylons and wound up smoking with laughter when they realized that it is easier to do with a ton of Triumph.

We got an interesting letter from Joe Mastrangelo, president of the Triumph Sports Car Club of New Jersey, reliving the highlights of that group's past year for the benefit of all prospective club members in the area. Other clubs might use the same idea to enlist new members.

Sometimes we can't wait to open our mail. Robert B. Clark, U. S. Consulate General, Genoa, Italy, writes us, "I bought a TR-3, new last May, and have had excellent service with the Genoa dealer and representative of the company. I have deposited with them a complete translation into Italian of check-up (particularly the big 10,000 Kilometer one) instructions and a general guide for proper care of the TR-3. Their special head mechanic for Maserati and Triumph is tops, and is keeping his copy of the guide in Italian pinned to the wall in case non-Italian speaking Triumph owners pass by. The garage: AUTOMAR, Piazza Merani No. 1."

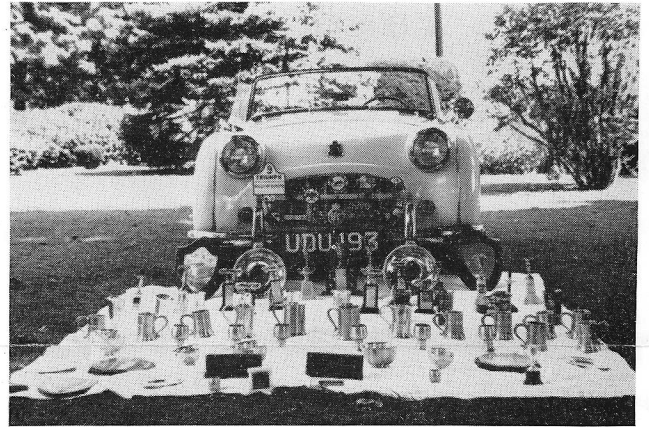
The Triumph Motor and Petrol Society of New York has changed its meeting place to Ruth and Bill's Restaurant, 1141 Yonkers Ave., Yonkers, New York. Secretary, Barbara Stone, 66-33 Yellowstone Blvd., Forest Hills 75, New York, will tell you about their 8:30 meetings the first Friday of every month.

How about a club in Texas? Walter R. Anderson, of 1706 2nd Street, Corpus Christi, is working on it.

And while we're talking about new clubs, we want to tell you about the lively plans of a group in St. Petersburg, Florida. A number of TR-3 owners have banded together and, with the help of Jim Risher, of Bill Brown, Inc., 901 - 9th Avenue South, St. Petersburg, are starting up a TSOA to round out club coverage in that area. If you are interested, and you should be, contact Jim at PH 7-5306, or simply stop by their first organizational meeting on January 24th. He will give you all the details.

## TROPHY TIME

The Triumph Motor and Petrol Society's three car team drove away with third place in the annual 140 mile team championship rally of the Eastern Conference of Sports Car Clubs. It was run on Long Island December 20th with twelve club teams entered. Jack Conover writes us that he, Stewart Epley and Stuart Rothkopf comprised the team and placed 4th, 6th and 16th overall of the fifty independent entries.



The photo above is probably one of the most dazzling displays of sports car trophies you are liable to see in a long time. It represents the winnings of a proud team, Mr. J. Odie Cresse and his navigator Miss Jean Arnold in nearly nineteen months of rallying in the Philadelphia area. Odie says that although they are not all shown, their record represents 38 firsts, 22 seconds, 16 thirds and 3 yearly awards. It all started in 1954 when he first took up the challenge to "drive one of those foolish little cars." And now, after a TSOA Rally of Europe in 1957 and 140,000 Triumph miles, Odie is planning another return to the Continent to do it all over again.

Every year in Chicago on New Years Day, the Outer Drive Hero Driver's Club holds a rally on that city's fabulous skyline expressway. This year Triumph overwhelmingly dominated the winner's circle, taking first, fourth, fifth, sixth and ninth out of a field of 119 cars. Jack O'Hare, Bill Gutsell, Larry Woithon, Bob Hanau, and Chris Heland drove home that evening with trophies engraved "Hero's Happy Holiday Hangover Hassle Mark V."



That's Jim Pratt and Jack Griffie (foreground) winners of the 1959 Bergen and Rockland County (New York) Rally Championship for their club, the New Jersey Triumph SCC. Jane and Warren Zukert (right) hold the 3rd place cup.

No face-lift, no major changes . . . no difference in outward appearance . . . no, your car is still basically the same as it was when the TR-3A was introduced in 1958. But, underneath, Standard-Triumph continues to incorporate changes and improvements so that the car keeps pace with the latest engineering advances.

Beginning with Commission Number TS 60,001 L (some changes occurred slightly before, some after, so the number is approximate), the following modifications were put into effect:

1. Modified body panels including a rear panel incorporating a wide rim on the inside of the trunk opening and raised platforms for hinge mountings. The wide rim inside the trunk cures permanently the occasional water leakage problems previously encountered and will keep the trunk dry at all times. The raised hinge platforms which are provided on rear deck, scuttle, hood and trunk lid, improve clearance between the body and the rear edges of the hood and trunk lid when they are open.
2. The windshield mounting has been changed from Dzus fasteners to standard body bolts. Far from making removal more difficult, it makes it easier since the windshield, once unbolted, lifts straight off instead of sliding back and forth.
3. A flat platform has been installed behind the seats on models without the optional rear seat. This does not decrease useful luggage space and makes it much easier to carry small bags and other objects which were difficult to balance on the previous "well and tunnel" behind the seats.
4. On the dashboard, a long-looked-for item, there's a rheostat for the panel lights. For those who like just a dim glow, it's available, as well as the usual bright, clear lighting for the instruments.
5. Under the hood, very little has been changed, except that the ignition wiring is now hooked up with the latest Lucas snap connectors. Repairs and replacement of accessories are now simplified.
6. Something many owners wanted, a new rear-view mirror, has been on TR-3's for several months.
7. If you have found it inconvenient to use the same key for doors, ignition, glove compartment and trunk, trade for a new car! New TR-3's have separate keys for the ignition and doors and for the glove compartment and trunk. The two-key system is an excellent safeguard against possible theft. You can now leave your car on a public lot or in a garage with the key in it but still have trunk and glove compartment safely locked.

As part of its regular service to members, the TSOA will keep you informed of all modifications to the TR-3 as they are made. In the forthcoming TSOA Handbook, you'll find a list of important changes in the TR-2 and TR-3 since the beginning of the series and the commission numbers at which they were made. This is an important list and can save you trouble when ordering parts and making repairs especially if your car is an "in-between" such as the very early TR-3's which still had 10" drum brakes.

The list of modifications will be kept up as new pages are issued for the Handbook and important changes will be published immediately in the NEWSLETTER. Rest assured, the TR-3 will never be out-dated.

Silly as it seems to the seasoned sports car family, most people know nothing about rallies; when the word is mentioned, they think of a political rumpus. So when it is explained as "sports car competition," they immediately think of racing — mad, daring, careless, abandon behind the wheel. Now insurance people are nice folk but some are not unlike the majority who suffer this mental paralysis, with the result: Your car might not be covered while you are out there slugging a stopwatch and maintaining 26.5.

Recent correspondence has made us look into the matter. First of all, check to see how your policy reads. Are you covered? If so, relax. If not, you will be glad to know that most companies are not totally unbending in their auto policies, and when given a sober explanation, (moving vehicle violations mean rally disqualification, etc.) they will adjust matters accordingly. You can try having a rider incorporated into your policy of this sort:

"Coverage under this policy is excluded while the insured car is practicing for or participating in races, hill climbs, or events requiring performance in violation of local traffic regulations."

If you are dealing with a company that won't modernize its policies, you are probably better off shopping around until you find one that will. Unfortunately, for you who are not now covered, it is a dilemma; either change the policy or change companies. But whatever you do, don't change your Sunday afternoon hobby.



It is with deep regret that we must tell you that Philip Ashley-Carter passed away on December 30, 1959 as the result of a heart attack. Philip was the courier on Triumph Rally #2 in 1958, and so endeared himself to all participants that we had the pleasure of his company in

November at a reunion of that group held in Chicago. He also made such an impression on the parent company, that he was engaged in the fall of 1958 as the Tours Supervisor for Standard-Triumph International Ltd.

Philip had many fine qualities. He was kind and gentle — hard-working and loyal. But perhaps his outstanding attribute was his capacity for being a sincere friend to all who met him. He was a man who could never do enough for a friend . . . no matter whether that person was a high company official or an apprentice assigned to drive the baggage car.

Philip's many American friends started a Memorial Fund to be placed in trust for his young son, age 3. To those of you who would like to contribute to this fund, write to the TSOA and we will send you further details.

We know that all of the members of the TSOA join with us in sending our expression of sympathy to Mrs. Ashley-Carter.

## TSOA GUIDE TO PERSONAL SHOPPING

Now, if you want to buy yourself a present with some of that Christmas cash (if there's any left), the TSOA has several very interesting items. For instance:

**"PLEASE DON'T DENT ME" CARDS:** These little items come in handy when you are parking on the street, especially in congested downtown areas. TR-3 bumpers are sturdy but no match for the enormous chrome and steel bulges that pass for bumpers on our native automobiles. So, when parking behind a larger car, you can leave this message on his windshield: "Please be careful. Look behind and you'll find a small TRIUMPH SPORTS CAR. Please don't dent me. Thank you." Yes, you can use them to remind the driver behind you, too. Just change "behind" to "ahead". General reaction to the cards is a chuckle and a careful eye for your fenders. Don't pass these cards up at \$1.00 for 100.

**TSOA TIE:** There are still some of these British-made pure silk ties left and you really should have one. They are an attractive deep blue with narrow silver diagonal stripes. TSOA crests appear between the diagonals, outlined in silver with dark blue lettering on a pale blue background. Appropriate for any occasion, the TSOA TIE is a long-lasting value at \$5.00.

**TR-3 SERVICE MANUAL:** On occasion, members write in to inquire if this is the "official" manual or if they can purchase a special one supplied only to dealers. The answer is that this is *the* Service Manual and there is no "special" dealer manual. For \$9.00 you get the Factory Service Manual which covers all TR-2 and TR-3 models from the first to the present.

In addition to the Service Manual, a Parts Book is available for \$2.25. This book does not list parts prices but it is a complete parts catalogue and has useful illustrations showing the relationships between parts in various sections of the car. These are in somewhat limited supply and there may be waiting time.

**STANDARD-TRIUMPH REVIEW:** Almost all of you are now receiving this monthly magazine which is the official company publication from England. It provides informative articles on European travel, data on the TR-3 and other Standard-Triumph products. Subscriptions or renewals are \$2.50 per year.

The Association also offers a number of bulletins free of charge which you will find useful from time to time. The Competition Preparation Bulletin is a basic guide to tuning for racing, etc. The Girling Brochure is supplied to us by Girling, Ltd., and is the official word on care of the brakes and hydraulic system of your TR-3. Owners of TR-2's will need to use their Owners Manual or Service Manual, since they have Lockheed brakes. The Triumph Dealer-Distributor List is convenient to have in your glove compartment when you go on a trip. By the way, be sure to get an up-to-date list before each trip . . . the lists are brought up to date and reprinted at regular intervals.

The new TSOA Member's Handbook is on the press and will be available soon. We'll announce price, etc., in the February issue. Members who did not receive the old Handbook will be mailed the new one free of charge as soon as they are available.

## TSO SQUIBLINGS

And we say squibblings because there's little else you can name the idle twaddle and platitudes that an editor gives off to fill the last column of the back page. It's bleak January, you know, a month dreaded by the press. There are no bright Christmas ribbons to make us forget the slush, no hollyberrry mood to mellow the bill paying, there's no spray bomb to cover that wonderful sweet smell of the Christmas tree which still prevades every corner of the living room.

Most people may have dreamt of a white Christmas, but editors have to face that horror in the night of a white-space January.

And so it was until our printers, who are sympathetic fellows, noticed how sparse the copy was and sent us material to beef up our January issue. "Editorial Fillers . . ." it was headed in blushing, bold type and contained sober homilies like these:

"Statistics show that one pair of flies in one summer can produce not a million . . . not a billion . . . not a quadrillion, but as many as 191 *septillion* offspring!"

"A recent report of the U. S. Commissioner of Patents reveals that 2,891,000 patents have been issued . . ."

"Belying to oft repeated communist charges that capitalism is decaying under the abuses of a wealthy few is a recent survey made by the New York Stock Exchange which reveals the fact that 12,490,000 persons now own stock in American Corporations."

We think that these fascinating blurbs which look like a merger between Hedda Hopper and Stewart Alsop, are the type of material that should appear in TIME magazine's back page column, "Milestones." We'll stick to our squibblings.

## 1960 CONTEST

The New Year means new projects but in the case of the ever-popular 1960 TSOA Photo Contest, we would like to remind you of its continuance rather than announce it as something new. Please mail your entries to us as 5 x 7 black and white glossy photos and remember that every spring, summer, fall and winter the winner is presented with a copy of Peck and Hebb's RALLIES, TRIALS AND GYMKHANAS. This bound volume is a fine addition to any sports car enthusiast's library so keep your camera eye atuned in this new year for interesting photos of you and your Triumph in action.

## CLASSIFIED

FOR SALE: Two sunvisors for Triumph, \$3 each, windwing driver side \$5, Margaret McDonnell, 11047 Braddock Drive, Culver City, California.

## TSOA SUPERMARKET

T.S.O.A. Neckties . . . . .	\$5.00
"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.