



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

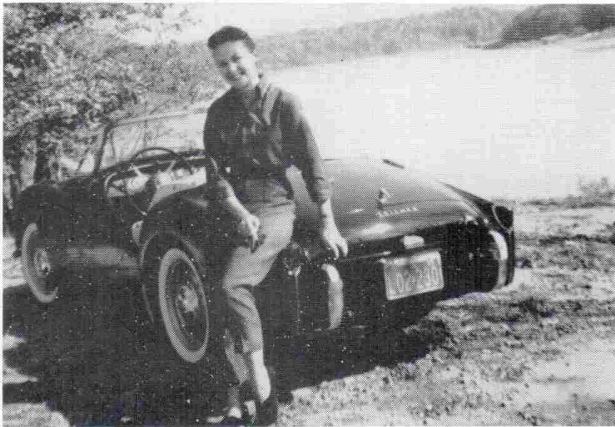
RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. V No. 1

JANUARY 1959

## 1959 PHOTO CONTEST ANNOUNCED — ENTER NOW!



*SUMMERTIME*—Mrs. Kenneth Bryan sent this photo of her daughter with TR. Daughter is a model and certainly competes well with the scenery as the major attraction in the picture. A most pleasant sight these frigid January days.



*COOL CALIFORNIA*—It's anything but sultry on the way to Giant Forest in Sequoia-Kings Canyon National Park, Calif. Pauli Sheldon poses with Castle Rocks and the Valley of the Kaweah in the background. Photo by Don N. Holt.

### PHOTO-OF-THE-MONTH CONTEST

The All-Time, Big-Time, Good-Time TSOA Photo Contest is under way! Throughout 1959, all members submitting photographs to the Photo-of-the-Month Contest will be eligible to win a copy of "Sports Car Rallies, Trials and Gymkhanas," by David Hebb and Arthur Peck. One copy will be awarded every three months, in March, June, September and December. This book is an invaluable guide for the beginning rallyist and an excellent handbook for the veteran. Besides describing all types of events and what equipment is needed for each, it provides time-speed-distance tables and advice about possible pit-falls and how to avoid them. It sells for \$6.00 and is a basic volume for every enthusiast's library.

The contest is open to all members. Entries should be clear, sharp, glossy black and white photos, 4" x 5" or larger. Please do not send negatives. Pack all photos carefully between two sheets of corrugated cardboard to avoid damage in the mail. Unfortunately, we will not be able to return any pix, so please do not send us your only copy.

Members who have already submitted pictures and whose efforts have already appeared in the Newsletter will be considered for the March award.

We expect great things from real shutterbugs and snapshot-takers alike! Don't delay in sending your pix . . . one or more will be printed each month. To be in time for the March prize, entries must be in by the first of March, for June by the first of June, etc.

We're looking forward to seeing some fine examples of camera-work!

### RALLY NUMBER THREE CANCELLED

We regret to announce that, due to slow initial reservations, we have been obliged to cancel Rally #3. Response from members was too slow for us to be able to make advance arrangements with BOAC, hotel reservations, etc., and no choice was left to us. To those members who had made reservations and those who may have been planning to, we apologize and hope you can switch to #1, 2 or 4.

The other three Rallies are being booked rapidly. #1 has less than 10 seats left. If you are planning on going . . . send your reservation right away. #2 and #4 will be filled soon . . . don't delay!! After all, it's a long time until 1960.

## TRIUMPH SPORTS OWNERS ASSOCIATION BY-LAWS

Any functioning organization cannot operate efficiently without a set of By-Laws. In order to help you more fully understand the purposes and operation of your Association, we are printing the TSOA By-Laws, in full, below. Please keep this Newsletter for your file, since only a very limited supply of copies is available.

1. The name of this Association shall be Triumph Sports Owners Association.

2. The purposes of this Association shall be to encourage the ownership and operation of Sports Cars, to promote the safe, courteous, efficient and skillful operation of Sports Cars on the highways, to act as a source of information for members, to further the interests of owners and drivers of Sports Cars and to promote the sport and pastime of motoring in all its phases and to do all such acts and things, to make all such arrangements for any and all purposes as may be determined necessary, and to own real and personal property in connection therewith.

3. The Association emblem shall be the design of a shield, striped and sectioned in red and black, inscribed with the initials T.S.O.A.

4. All owners of Triumph Sports Cars, employees of Standard-Triumph Motor Company, Inc., its appointed distributors and their Triumph dealers, and persons interested in Sports Cars and the purposes of this Association shall be eligible for membership except that at no time shall the number of members not owning Triumph Sports Cars exceed 25% of the total membership. One membership in the Association shall include all members of the immediate family.

5. Dues shall be \$4.00, payable on application and members shall receive the Association badge, handbook, a subscription to any publications of the Association and a one year subscription to Standard Car Review. No refunds of membership dues shall be granted.

6. Members may be suspended or expelled from membership by the officers for infraction of Association rules or conduct tending to reflect on the reputation and integrity of the Association.

7. Meetings of the Association may be called from time to time by the officers.

8. At all meetings, a majority of the officers shall constitute a quorum.

9. The officers of the Association shall consist of a President, Secretary-Treasurer, and such Assistant Treasurers or Assistant Secretaries as may be from time to time desirable, and the officers shall have all of the duties normally appertaining to said offices.

10. The present officers of the Association are as follows:

President . . . . . David R. Allen  
Secretary-Treasurer . . . . . Michael L. Cook

Any vacancy in any such office shall be filled by vote of the officers.

11. The officers may from time to time offer assistance to and recognize local chapter groups of members of this Association. However, under no circumstances

shall this Association be responsible for any debts, damages or liabilities of any kind or nature incurred or sustained by any chapter.

12. All persons or corporations extending credit to, contracting with, or having any claim against the Association or the officers shall look only to the funds and property of the Association for payment of any such contract or claims or for the payment of any debt, damage, judgment, or decree, or any other money that may otherwise become due or payable to them from the Association or the officers, so that neither the members of the Association nor the officers, present or future, shall be personally liable therefor.

13. Any person made a party to any action, suit or proceeding by reason of the fact that he, his testator or intestate, is or was an officer or employee of the Association shall be indemnified by the Association against all expenses actually and necessarily incurred by him in connection with the defense of such action, suit or proceeding, including attorneys' fees, except in relation to matters as to which he shall be adjudged in such action, suit or proceeding to be liable for negligence or misconduct in the performance of his duties as such officer or employee. Such right of indemnification shall not be deemed exclusive of any other rights to which such officer or employee may be entitled apart from this By-Law.

14. The By-Laws of this Association may be amended by vote of the officers.

### '58 RALLY FILMS AVAILABLE

Standard-Triumph now has available 16 mm, color films of the 1958 Triumph Rally of Europe and the 1958 Monte Carlo Rally. These exciting sound films run approximately 30 minutes and are available for showing at club meetings.

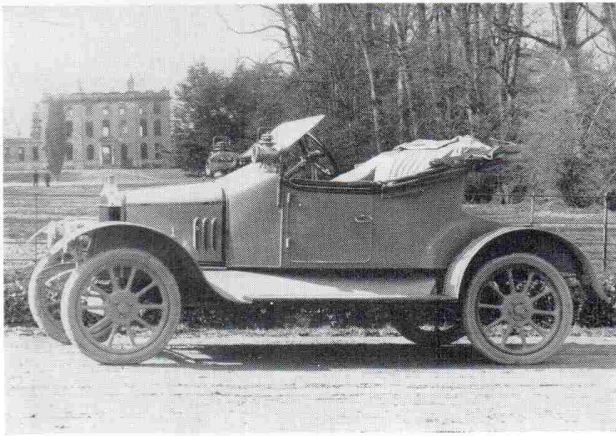
If you wish to use a film, drop us a line stating which you would prefer and giving date of showing. Allow three or four weeks advance notice and give an alternate choice. There is no charge for the use of the films, but they must be returned post-paid, insured at the maximum rate, on the day following the showing. No charge will be made for damage, but a note should be attached to the film if broken.

#### *Additional Films Available*

1957 Triumph Rally of Europe . . . . .	Runs 46 Minutes
1954 Alpine Rally—Features the TR-2 . . . . .	25 Minutes
1955 Tulip Rally—International rally from Holland . . . . .	20 Minutes
Triumph In the Alps—Scenic thrills at high speed . . . . .	25 Minutes
1955 Monte Carlo Rally . . . . .	20 Minutes
1955 Le Mans Race—Covers TR-2s and other British cars . . . . .	20 Minutes
Jabbeke Speed Run—125 MPH in a TR-2 . . . . .	12 Minutes

All films are color and sound, 16 mm.





WHAT IS IT? (See last page)

## EXCUSE PLEASE . . . . .

Both TSOA Badges and TR-3 Service Manuals have again been delayed in transit from England. To those members who are anxiously awaiting these items, we apologize. If you haven't received them by the time you read this, they will be in the mail very shortly.

We sincerely hope that there will not be many delays like this, but the last shipment of 400 badges lasted about two weeks! There are so many enthusiastic new TR owners that we're a bit swamped (and we like it!).

## SERVICE

### "RUNNING ON"

"Running On" has absolutely nothing to do with the way your gabbiest friend tells a bad joke. It is annoying, however, and relatively simple to eliminate.

Running On refers to the way in which an engine, when hot, will continue to run, in a half-hearted, galloping fashion, after the ignition is shut off. It is caused by a build-up of carbon deposits in the combustion chambers and is usually most common in cars which are driven in traffic, at slow speed most of the time. Excessive use of the choke will also cause carbon build-up.

If your engine continues to fire for several revolutions after the ignition is shut off (note that, on a hot day, it is likely to fire once or twice, even when brand new), try this cure before heading for your dealer:

Take the car out on the open road, get it thoroughly warm, and then drive fairly hard and fast for a number of miles, using high RPM's and making free use of the gears. Running the engine at full operating temperature and high RPM's tends to clean out the combustion chambers and blow the carbon out the exhaust. It should certainly be tried before taking the car to a garage for de-carbonizing.

The above procedure will benefit any car which is normally used for town driving, and should be done every two or three thousand miles.

### MORE COLD WEATHER TIPS

1. *Carburetors:* The suction pistons in S.U. carbs may act up in winter if they have not been carefully serviced. This usually takes the form of the pistons sticking, indicated by a tendency for the engine to stall when the car is brought to a halt and a definite hesitation in accelerating from very low RPM. Service procedure

is as follows: Remove both dash pots and wash them carefully in gasoline. Remove and wash the suction pistons, being very careful not to bend the needles. Carefully wipe out the bores of the dash pots and, before reassembly, carefully clean the shoulders on the carburetor bodies at the points where the dash pots bolt on. Reassemble, again taking care not to bend the needles and remember that the suction piston will only go down in one position as it has a guide groove on one side, mating with a peg in the carburetor body. Also remember that the pistons should not be interchanged in the dash pots and that the pistons and dash pots, as units, must not be interchanged between the two carburetors. When assembly is completed, fill the top of the pistons with very light oil (5 wt.) or even machine oil such as 3-In-1 if sub-zero temperatures will be encountered.

2. The Champion L10S, now numbered L7, is inclined to foul in cold weather. For cold weather use, a Champion L10, KLG70 or the equivalent Lodge plug will give best results.

3. If you have trouble with the sealing roll which fits over the lip on the windshield frame to prevent air leaking through under the front of the soft top, try roughing the inner portion of the rubber moulding with sandpaper. This will help prevent the roll peeling off after being hooked into position.

## LUBRICATION NOTES

1. *Universal Joints:* There are two lubrication nipples on the universal joints, one for the moving parts of the joint and one for the needle bearings. While the official lubrication chart requires oil, rather than grease for the needle bearings, most service stations seem to use grease through both fittings. This does not appear to do any damage, provided that a hand grease gun is used. High pressure grease equipment, which exerts something over two tons force will blow out the grease seals on the bearings, causing them to lose grease quickly, run dry and wear out.

2. *Front Hubs:* The latest type front hub—disc brakes—does not have a grease nipple. Thus, it should be removed and repacked every 6000, rather than every 12,000 miles as stated in one part of the Owner's Manual. Cars with front drum brakes have the grease nipple and do not need complete removal for repacking at less than 12,000 mile intervals.

## MISCELLANEOUS

1. *Oil Leaks:* Some owners who race their cars have reported leakage of oil from the left side of the engine under racing conditions. This oil most likely is coming from the fuel pump and is the result of oil passing between the oil seal and pump body due to a loosely fitted oil seal retainer. On some pumps, the seal is not being compressed on its seat in the pump body as a result of the retainer being loose in the bore due to insufficient peening of the body. The leaking condition is quickly corrected by ensuring that the seal retainer is correctly secured by peening or tapping the pump body.

2. *Hard Tops:* A recent letter concerning fitting a factory hard top to a TR-2 brings this to mind. If the body number is after EB5591, the normal hard top will fit and four out of five sets of TR-2 side curtains will fit the top. If the curtains do not fit, it may be necessary to re-position the curtain brackets. Body numbers prior to EB5591 vary one from the other so that chances are the top would be impossible to fit.



## TROPHY TIME

Dr. Winship H. Brown reports on his activities in Northwestern Ohio. In the local SCCA Region Gymkhana, held last summer, 2nd place in Class II (over 1600 cc). Dr. Brown also collected a first in class in the NOTA Drag Races, and regularly competes in all types of events, including time trials on the Oakland County Road Racing Club's new course in Michigan. This new, privately owned course will be fully black-topped by next spring and will offer TR owners and other enthusiasts in the area an opportunity to try their skill. As on all well-supervised courses, a competition license or participation in a driver's school leading to a license, is required.

**TROCATHLON Results:** First, Dick and Ginny Taylor, Second, Elmer and Peggy Callen, Third, Fran Smith and M. H. Thompson. This event, a TROC go-round mentioned in the December Newsletter, was run in co-o-old, windy California weather. The Rally section offered numerous speed changes, high averages and do-it-yourself check points. Next was a Gymkhana with serpentines, braking-acceleration tests and other goodies. Then, on to the San Fernando Drag Strip where the Taylors walked off with the trophy for Class B Sports as well as winning the TROCATHLON.

What was probably the weirdest rally staged in Alabama in 1958 was the Alabama Sports Car Club's "Rally Le Mans," on December 7th. A sample from the instruction sheet: "It doesn't matter how you go, or in which direction first" (!). After saying this, the sheet says that there are several check points along the course which you can't miss (?). After that, the average speed was easy . . . a good, round number (33.9 mph). Anyway, Triumphs were the second largest group of cars entered, one placing 6th, two others 7th and 8th. This fast-moving event was run with the help of AMOCO distributors for the area. Although probably quite confused over the whole thing, the AMOCO people are going to sponsor another run in 1959.

We received further details on the November 16th Marlboro races from H. M. Eaton of S. H. Motors in Pittsburgh. The TR-3 which placed third in the preliminary and took first in class in the feature race is owned and driven by Bob Samm of Pittsburgh. It was a busy day for that particular TR which competed in five out of seven races run. Mr. Eaton, a beginning driver, placed third among Triumphs in the Novice Race with the car, and it also ran in a handicap race and on the winning team in the relay event.

\* \* \* \*

Every so often, we hear via the grapevine or casual conversation, of a Triumph winning an important rally, a difficult gymkhana, a race, or some other event. Unfortunately, we always have difficulty getting the exact details. If you win something . . . be proud of it! Send us the information for the Newsletter. If you don't have all the dope . . . ask your club Activities Chairman to drop us a note, or speak to the Event Chairman. Any and all news is appreciated.

## WHAT IS IT?

No, it's *not* the TR-4! The sporty chariot on the inside page is a 1912 Standard "Rhyl," first light car to be produced by the Standard Motor Company. Rated at 9.5 HP, the Rhyl was fitted with top, windscreen, lamps and spare wheel as standard equipment. The goose neck horn was probably "optional." Note the racy louvered hood, the carriage handles and rakish windshield. Performance figures are, unfortunately, not available.

## NEW DISTRIBUTORS APPOINTED

In line with its policy of continually improving Service and Parts facilities throughout the country, the Standard-Triumph Motor Co., Inc., has announced three new distributors in the following territories; Jones-Bischoff Triumph Distributors, 5220 Natural Bridge, St. Louis 15, Mo., will handle a territory comprising Kansas, Missouri and Nebraska; Arkansas, Louisiana, New Mexico, Oklahoma and Texas will be serviced by Southwest Triumph Distributors, Inc., 308 Hughes St., Houston 11, Texas; and the new Distributor for the New England Area—Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont—is Triumph Distributor of New England, Inc., 33 Mount Auburn St., Watertown 72, Boston, Mass.

All three new appointments were effective January 1st.

## NEWS OF THE LOCAL CLUBS

The Triumph Sports Car Club of New Jersey has published a terrific schedule of events for the first part of 1959. Meetings will include a session on "Tune-Up Tips" to be conducted with the help of a representative of the Standard-Triumph Motor Co. A lecture on "Rally Techniques," films of the 1958 Sebring Race and a "Driver's Checkout" intended to help educate members on how to get the most out of their cars, performance-wise. The club has also scheduled a "Tinkerer's Delight" with full garage facilities at the United Carting Company. The next competitive event is a Time-Speed-Distance rally on February 22nd. Time—1 P.M., Place—Sandy's Charcoal Hearth on Rte. 4 West Bound, Paramus, New Jersey. Fee is \$2.00 for members, \$3.00 for non-members.

The D.C. TSOA Newsletter sneaked in under our copy deadline. New officers for 1959 are: President—John Brown, Vice-President—Al Hodgson, Secretary—Barbara Kinberg, Treasurer—Bob Abbott, Activities Chairman—Aaron Kinberg, Program Director—Sid McFaddin. The Newsletter is now being edited by Pat Brown. Club plans for '59 include a 50% increase in membership, many, many events, both closed and open, and improvement in club operations. Next scheduled open event is February 8th, a Rally. Next club meeting will be held at the Jefferson Club, Arlington Towers Shopping Center on January 22nd at 8:30 P.M. Contact Barbara Kinberg, 1015 S. Frederick St., Arlington 4, Va.

All other groups seem to be tied up with electing new officers and setting up events for '59. We're expecting complete schedules from each TSOA Group and will report them in coming issues.

## 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
FOR SALE: Late 1957 TR-3. 5700 miles. Blue with red interior. Has heater and 1958 seats. Make offer to: Walter Maslow, 1354 North Harper, Apt. 214, Los Angeles 46, Calif.	
WANTED: Hardtop for late '56 TR-3. Factory top preferred. Richard J. Sayre, 2678 Newton Rd., Cincinnati 44, Ohio.	
WANTED: White soft top, bows, brackets and boot for 1956 TR-3. Bruce K. BeGasse, 35 Bennett Ave., Binghamton, N. Y.	