



# TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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## 2 CLASS WINS IN ALPINE . . . 2nd AT MARLBORO



*NEAR WINNER — The Jopp/Stoop TR-3S is shown at speed on the Le Mans circuit. Only a damaged oil pump in the 23rd hour prevented a class win for this car. (see page four).*



*MARLBORO VICTORS — Roy Knight, left, and Pierre Mion congratulate each other following their drive to 2nd place in the 6-hour Endurance Race at Marlboro.*

### TWO CLASS WINS FOR TRIUMPH IN 1959 COUPE DES ALPES

The Coupe des Alpes or Alpine Rally, running as its name implies through some of the world's most dangerous scenery, has been a sure route to the silverware for Triumph for the past several years. In this year's event, which finished June 26th, TR-3's won in class for the third consecutive year.

Two groups of cars were entered. One was in the Grand Touring category for cars over 2000 cc (these are regular TR's with oversize sleeves resulting in a displacement of approximately 2200 cc) and the other in the 1600-2000 cc normal series production cars class. The cars took first in the over 2000 cc class and first and second in the 1600-2000 cc class.

This was the 20th running of the Coupe des Alpes and covered 2300 miles in the French, Italian, Austrian and Swiss Alps, ending at Cannes. It marked the third major win for TR-3's in 1959, the previous two being the Tulip Rally in which Triumph took first through ninth in class

and the Scottish International in which TR-s captured first overall and first in class.

### TR'S SCORE AT MARLBORO

On Sunday, June 21st, 35 cars, including Corvettes, Ace Bristols, Alfa Veloces, a Maserati, a D Jaguar and an Elva, started the Six-Hour Endurance Race at Marlboro, Virginia. In the pack were three TR-3's and, when the exhaust fumes had cleared, the Pierre Mion-Roy Knight TR was in second place and third spot was occupied by the TR of Jim Waters and Mo Clark. Only the Elva was able to stay ahead of the rampaging TR's.

During the long grind, pit stops for the Triumphs were few, but they spelled the difference. An extra stop for Pierre Mion and Roy Knight was enough to put them behind. After completing a wheel change they hadn't enough time to regain lost ground and drove smartly to a good second. Congratulations to these excellent TR pilots who have been compiling a terrific record in competition for the past couple of years.

## TROPHY TIME

In the Northern Illinois TSOA Meadowdale Gymkhana held in April, one of the winning TR's mentioned in the May NEWSLETTER was driven capably by Larry Wolken of Chicago. Thirteen events dotted the 3.3 mile course, scored on total time and performance in each individual event. Larry took First in Class and Sixth Overall. On the following Sunday, Larry took Second in the "Rare Hare" rally sponsored by the Chicago Corvette Club. Larry and his navigator, Eugene Jacobs, were edged out of first position by two tenths of a mile, being only three tenths off a perfect score. These events marked the second and third times his car had been entered in competition, both times cooling the hardware.

Beginner's luck or not, Mr. and Mrs. W. C. Paulsrud of Moorhead, Minnesota, have every right to be proud. As green to rallies as northern pine, they entered the Spring Rally of the Valley Sports Car Club in Fargo and walked off with Second Place. It was a 45 mile run with a second leg of 30 miles in riddle form.

The place — Del Mar, California, the event — the SCCA Production over 1500 cc, 25-lapper, the entries — Corvettes, Jaguars, various large machinery, four TR's and a Morgan. The results — First in Class E to the Morgan TR-3, Second to Harvey Diemer in a TR-3, Third to Jerry Ostland in a TR-3. The boys showed excellent driving form in wending their way through the pack to a win. Jerry Ostland did the hardest bit of driving. Out with mechanical trouble on the 15th lap, he survived a two-lap pit stop and went on to take Third.

In the Powder-Puff Derby event, held the same day, Marie Dixon carried the colors, placing Fourth Overall and First in Class. (Thanks to Geri Fleming writing in TROC TALK).

Bobby Chandler of Tampa, Florida reports that in the SCCA Gymkhana held in St. Petersburg on June 21, TR grabbed off one — two — three in the over 1600cc class. Bobby, himself, was right there in the middle, between one and three, that is.

On June 21st, the Jersey SCC held its Summer Trials at Old Bridge Stadium, attracting 71 cars. The cars were classed by horsepower in the time trials with TR-3's taking 2nd and 3rd in the 91-120 hp class. Second place was won by Richard Moskaluck, of Elmhurst, N. Y., third by Ed Eginton of Towaco, N. Y. The ladies' class was won by Marilyn Eginton in her TR-3.

TROC's *Dead Reckoning* June event showed Robert Walker, first; Pat Ryan, third; and Bill Kitchen in fifth position.

The MGCC Long Island Centre Trials provided hardware for Dr. Paul Spenadel — third place in the 1800-3000cc class, run on Islip Raceway. He will be forwarding us the results of that club's 1000 Mile Rally in August.

Charles Yuster of Elmhurst, N. Y. and Kurt Brand of Forest Hills, N. Y. tied for fourth place with their TR-3 in the Historic New York Rally, run out of Syracuse.

The Triumph Motor & Petrol Society of New York ran a successful "Urban and Suburban" rally the night of May 16th. The name of the event was well suited since the rally route took contestants through the empty canyons of the Wall Street financial district and then to the Ramapo mountains of New Jersey, where deer on the deserted roads required a quick driver eye. However, no venison was reported. Rallymaster Stewart Epley was complimented for his imagination in laying out the route, as for example, locating a hidden checkpoint in a subway entrance (above ground) downtown.

On July 4th, Al Ackerly of Union, New Jersey took fourth in Class E at the Sports Car Club of America's Race at Lime Rock, Conn. With only four laps to go, Al's white TR-3 suffered fender damage as he was occupying third place. As he stopped to pull the fender from the wheel, he was dropped back to eleventh place and came back hard to capture fourth position across the finish line. Al won 6th overall in the race which was for E and F production. Just a week before, he had placed 4th overall in E and F production at the annual SCCA, Glen Classic, in Watkins Glen, N. Y.

## CLUB NEWS

The Triumph Sports Car Club of New Jersey is sponsoring a "Merry-Go-Round Rally" on Sunday, July 26th, describing it as a straight navigational time and distance rally — no "gimmicks". Leaving from Sandy's Charcoal Hearth, Route 4, Paramus, N. J., West bound lane at 12:30. The route covers 70 paved miles.

Triumph Owner's of California usually holds its monthly rally on the weekend after the second Wednesday in the month. But this time the rally was held off for a week (July 18) so as to get the full benefit of a full moon. That's right. Their July rally was entitled *Moonlight Sonata* and began at 10 P.M. . . . 200 moonlit miles through the hills of Los Angeles County. Maybe the navigators should have been issued miner's helmets.

## HELP!

If you have been reading a little more white space between the lines in the NEWSLETTER lately, it's because there has been a dearth of reader contribution. Aside from national rally news and a special feature or two, these four sides you read every month are made up entirely of what you send us. So make a note of what your local club is doing, write down your own competition record and peel away that snapshot in the family album. For your competition results there are special tear sheets in the TSOA Handbook. If you use these, be sure to send them to the TSOA in New York, not to England. Or, for that matter, a post card will do. But do send it, please, and we'll all stay happy.

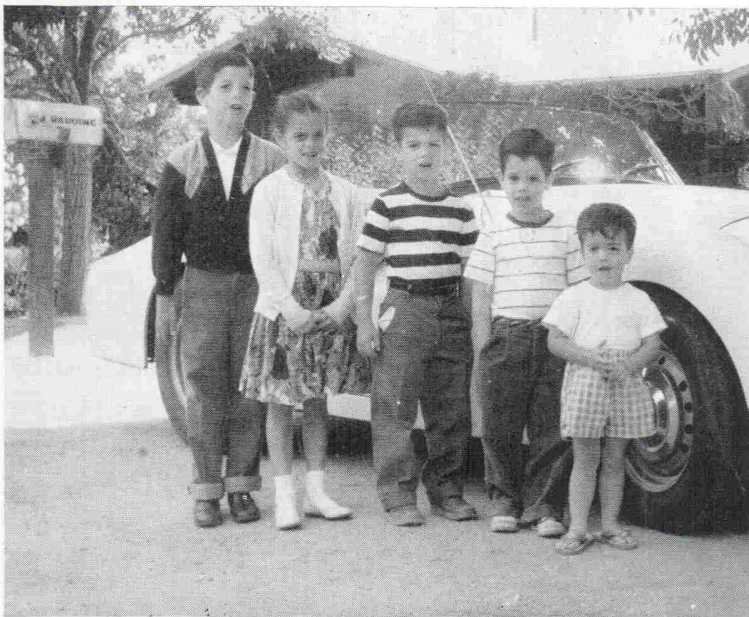
## **making-little-do dept.**



# TR-3-5-7-20-

Sometimes, lots of things come in a small package. The TR is certainly a small package designed to carry two things — one must be a driver and the other can be a passenger, a navigator, a picnic basket or a cello case. Well at least that's what the good people in the Triumph bucket seat department intended, but they forgot the American will to improve on any set pattern. Maximum capacity 2? Ridiculous! Why that's so inelastic, so unimaginative—it's downright un-American!

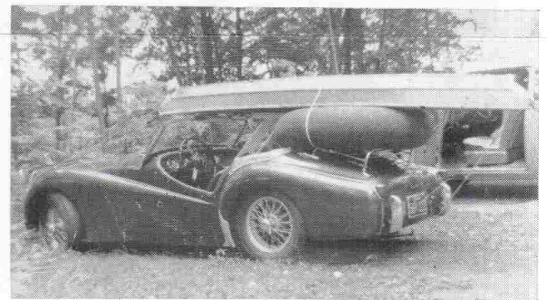
Here you see Bob Masters of Marshfield, Massachusetts proving the point. If two children can sit comfortably on the shelf seat, why not the third where you would ordinarily hold the picnic basket? Just put the hot dogs and potato salad in the trunk.



Dr. Jerome Radding of Fresno, California says, "... three children ... that's kid stuff!" He swears that he and the Mrs. take along the five little Raddings comfortably with the top up. But remember, Dr. Radding is from that spirited part of the country where lately college men have filled phone booths to bursting. Where will the space come from if the Radding family becomes an even half-dozen? Well, we suppose if you're adding a Radding, you take out the padding.

If the TR-3 is a family car, it is also a trailer. Collin Hansen of Nahant, Massachusetts uses his to carry a kayak, cushioning it from shock and sway with a large inner tube.

One thing is sure. The designing engineer should never feel that his product is tailor made, because someone is always going to find that variation on a theme—the second or third way to denude a feline. And it's a cinch, from kayaks to kids, you can always try in a Triumph.



### **ANTI-SWAY BAR TO BE AVAILABLE**

In response to many requests, a TR-3 anti-sway bar will be available as a standard part item within a few weeks. Dealers and distributors are placing their orders for the anti-sway bar now and we suggest that you order yours right away so that you will receive it as soon as available. The suggested retail price of the complete installation kit is \$19.50.

The anti-sway bar, while in greatest demand from

racing enthusiasts, is a definite asset for all types of driving. It is installed across the front suspension and acts to prevent the wheel on the inside of a turn from lifting, thus stabilizing the car in cornering. The effect of holding the inside wheel on the ground is felt on the rear as well and decreases the tendency of the inside rear wheel to lift and spin under hard cornering. Members who take long trips in their cars would be well advised to order this item which will increase the pleasure to be found in your everyday driving.



## LE MANS AFTERMATH

In the May issue, we announced the entry of a three-car factory team at Le Mans, along with the big news that the cars would be powered by the experimental dual overhead camshaft engine. You have probably learned by now that no TR appeared in the winners' list, since the cars did not finish the race. Naturally, this is disappointing, but since the cars were in competition for the first time, it is definitely not a crushing blow, especially in view of the facts concerning the reason for their retirement.

The first two cars were out by the tenth hour of the race with identical problems . . . broken fan blades resulting in radiator damage. Car #26, driven by Peter Boulton and Mike Rothschild, completed 34 laps or about four hours. Car #25, handled by Ninian Sanderson (1955 Le Mans overall winner) and Claude Dubois, ran well for 115 laps or about ten hours. The radiators on both cars were irreparably ripped by the fan blades which bent forward and sheared.

Car #27, driven by Peter Jopp and R. Stoop ran until the 23rd hour after a fast pit stop for removal of the fan. At the time it retired, it was leading the two litre class and was several laps ahead of the nearest car, an AC-Bristol. At only 1½ hours before the end of the race, this car was lying sixth overall in the general classification and had been averaging nearly 100 miles an hour, outlasting much of the fancier machinery. Retirement was caused by lack of oil pressure due to a broken oil pump, another one of those unforeseeable things which drive team managers to early graves.

Reports from the team drivers indicate that the TR-3S has tremendous potential. During practice, speeds in excess of 150 mph were achieved on the Mulsanne straight and handling qualities easily matched the power. The new engines have fantastic increases in power without the sacrifice of the well-known stamina of the rocker-arm engine with which we are familiar.

If and when the TR-3S races again, look first to the Newsletter for complete details. May we say again that the TR-3S will not be put into production or sold to the public until the successful completion of their development period.

## SERVICE

In answer to members' requests about ignition timing, we are printing the recommended factory method. We have had some inquiries about timing by strobe light but do not have any procedure for doing this. It is unsatisfactory for the TR for a number of reasons. If you are preparing your car for racing and want to be absolutely sure of an accurate setting, you may want to use a dial indicator or degree wheel to determine that the timing mark on the front pulley of your engine is in the proper place and that the pointer on the timing cover is not bent. This is very unlikely and the following factory method should be entirely satisfactory.

1. Crank engine by hand until distributor rotor points to #1 spark plug and the timing hole in the rear flange of the fan pulley lines up with the pointer.

2. Set distributor timing scale 1 mark to the left of the thick mark ("Nominal" setting mark). Scale is on the shaft between the vacuum advance mechanism and the distributor body. Setting is accomplished by rotating the knurled knob on the far side of the distributor towards "R" (Retard).

3. Loosen distributor clamp bolt.

4. You will need a 12 volt test lamp which can be any 12 volt bulb provided with two wires. Rotate distributor slightly anti-clockwise and, with ignition switch on and the test lamp connected from the distributor terminal to a ground, rotate the distributor clockwise till the points just open. This will be indicated by the test bulb lighting up.

5. Tighten clamp bolt.

6. At this point, #1 piston is at Top Dead Center and the distributor points have just opened. Therefore, the timing is now at Top Dead Center.

7. As the points must open 4 degrees before Top Dead Center, turn the knurled knob towards "A" (Advance), setting the timing scale 1 mark to the right of the present setting (see point #2). REMEMBER . . . EACH DIVISION ON THE SCALE REPRESENTS 4 DEGREES.

8. The adjustment made in point #7 has returned the setting to the "Nominal" setting from which individual advance and retard adjustments can be made to suit your engine.

If you have any questions about the above procedure, consult your dealer or write to the TSOA before attempting it.

## BOOOARRRD! . . . LAST CALL FOR RALLY #4

In just about six weeks, Rally #4 will take off from Los Angeles, pause for passengers in New York, and then head for London and 30 exciting days in Europe. Autumn is warm, colorful and full of life in Europe — why not try it? If you write the TSOA immediately, you can still make reservations. Remember . . . between Rally #4 and the first rally of next year, there's a long, cold winter.

## TSOA SUPERMARKET

"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 Car Review Subscription . . . . .	2.00/year
Competition Preparation Bulletin . . . . .	FREE

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

## CLASSIFIED AD

FOR SALE: Sun visor, windscreen washer kit, fan belt, plugs, points, hot thermostat, etc. at half price. Oscar Boyajian, Franklin Gardens, Apt. CE204, Chew and Washington Lane, Philadelphia 38, Pa.