



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. VII, NO. 7

JULY, 1961

## LE MANS TEAM VICTORY TO TRIUMPH!



**TEAM FINISH** — Following 24 hours of steady running the TR-S team passes the packed grandstand. Number 27 at the right finished 9th and was the highest-placed British car. Numbers 26 and 25 finished 11th and 15th respectively.



**TOEING THE MARK** — Prior to the start of the 1961 Le Mans race, the Triumph TR-S team is lined up for inspection and final checking. Note the forward-opening hoods, oil radiator grill, hood straps and Dunlop Racing tires.

### FINISH AHEAD OF ALL BRITISH CARS

In their finest display of flashing speed, dual overhead cam power and classic dependability, the TR-S team took the Organizer's Team Prize at the 1961 Le Mans race, finishing ahead of all other British cars.

The 24 hours of Le Mans, rated by experts as the toughest sports car race in existence, always has an entry list composed of the world's finest cars and best drivers. In this year's race, 55 cars started and only 22 finished, among them the three experimental Triumphs. The winning Ferrari, driven by Phil Hill and Olivier Gendebien, averaged 115.92 miles per hour; the leading TR-S, which placed ninth overall, averaged 98.9 miles per hour.

#### Motor Magazine Award

In winning the team prize, the TR-S entry was the only complete team to finish. Other team entries included Ferrari, Lotus, Maserati and Porsche . . . all actively supported by the world's greatest all-out racing organizations. Yet, at the end of 24 hours, Triumph's sturdy but rapid cars, steadily driven, had outlasted them all. In addition to the team prize, the leading Triumph, which was driven by Keith Ballisat and Peter Bolton, received the MOTOR magazine award for the best performance by British competitors in a British car.

The only competitors to finish ahead of the leading TR-S were 4 Ferraris, 2 Maserati's and 2 Porsches. Cars trailing the Triumph entries included an A.C. Bristol, Sunbeam Alpine and 2 Lotuses. In this, their third year at Le Mans, the Triumphs showed remarkable performance in staying with and beating their exotic opponents in a car which bears strong resemblance to the TR-3. You have already seen the full story of the light alloy dual overhead camshaft power plant in the May NEWSLETTER. The development of this engine (still experimental with no production plans) and the TR-S chassis will be greatly assisted by the data gained during this year's Le Mans. As before, the Triumph team raced with a purpose . . . to gain knowledge to help engineer better Triumph cars in the future.

#### Significant Differences

The TR-S chassis is similar to the well-proven TR-3 but the differences are significant. The wider track, the anti-roll bar, the increased wheel-base and the lower weight are the most important factors. With at least 25 more horsepower, the TR-S is 182 pounds lighter, allowing much higher speeds to be attained and held for long distances. The specifications on page 4 add up to a very exciting car but, as we have said before, it is strictly an experimental model.

(Race Results & Specs on pg. 4)



## LOCAL CLUBS STARTED IN PENNSYLVANIA AND CONNECTICUT

### *Triumph Owners Club in Connecticut*

Forming the nucleus of the first Connecticut chapter of TSOA were ten TR owners who drove their well tuned cars into the parking area of Cheshire Motors in Cheshire, Connecticut. It all began when Cheshire Motors' Bill Bartlett and George Zurles, Secretary of the Hartford Sports Car Club, got together to make plans for the organization of a Connecticut group.

Not long after George and Bill began their talk about Connecticut TR owners and TSOA, ten eager enthusiasts were at the door of Cheshire Motors ready for action. To get the group into the spirit of things Jack Sutherland, President of the Hartford Sports Car Club, was on hand with his competition equipped TR-3. The unique, eye-catching part of Jack's TR was his license plates. The blue and white plates that match his blue car established him as Mr. TSOA in Connecticut. They read, in bold white letters, T-S-O-A.

When the results of the meeting were phoned to TSOA headquarters, it was learned that a great deal of preliminary business had been taken care of. The session, which began early and lasted well past midnight, established such things as a club name (Triumph Owners Club of Connecticut) and a decision to incorporate. Rather than electing club officers at the first meeting, it was decided that a "Steering Committee" would be formed and a mass mailing be sent to all TR owners throughout the state inviting them to join the new group. All interested persons are cordially invited to attend the next meeting at Cheshire Motors, 1011 Main Street at 8:00 p.m. on Tuesday, July 18.

Anyone interested in joining, but who cannot attend the next meeting is asked to contact Bill Bartlett at Cheshire Motors for further details.

### *Pennsylvania Owners*

Are you a resident of the state of Pennsylvania who is free on the second Tuesday of each month? If so, now is your chance to join the new Pennsylvania chapter of TSOA in Bethlehem.

The new group got its start through the efforts of Walt Jurgensen and his wife Alice, when they expressed an interest in starting a club in the Bethlehem area. After correspondence with national headquarters and an organization meeting at the Forest House Hotel in Easton the club was "in the works" with eleven charter members.

The first meeting was held in conjunction with Standard-Triumph's "Service Week" at Brown-Daub, Inc., Triumph dealer in Easton. At the conclusion of the business meeting two films were shown by George Waltman and Francis Gentle, Triumph service representatives. A question and answer period was held following the film showing. The officers that were elected are: Walt Jurgensen, President; John Cunneen, Jr., Vice-President and Alice Jurgensen, Secretary-Treasurer. Carroll Moorehead was appointed Activities Chairman.

Anyone interested in joining the new group is asked to contact Alice Jurgensen at 2527 Notingham Road in Bethlehem or phone at UN 7-9980.

## TROPHY TIME



**ROAD COURSE GYMKHANA**—In a style similar to the Meadowdale Gymkhana held by the Northern Illinois TSOA, the Conference of Long Island Sports Car Club recently took over the Bridgehampton Road Racing Course for a gymkhana. Featuring a precision brake test, hill climb, slalom, acceleration run, regularity run and a few turns around the pylons, the event was a tremendous success. Shown above is one of the many TR's in the act of completing the slalom.

### *Trophy Time Winners*

Congratulations are in store for Jack Griffee and Bill Stirrot of New Jersey. According to a recent news flash Jack and Bill placed first (unequipped class) in the "Little 500" sponsored by the Northern New Jersey Section of SCCA. Jack has informed us further that he and Ed Wolek of Paterson, New Jersey took third place in a night rally that had only twelve cars finish out of a field of thirty-five starters.

\* \* \* \* \*

John King of Maplewood, New Jersey, recently came in first in class at the Third Annual Giant Gymkhana, also sponsored by the SCCA NNJ. John's time for the 2,850 foot course of twisting, turning and back maneuvering was 1.71 minutes. Not bad for a beginner.



**HARD LEFT**—Taking a hard left at the Triumph Travelers Dublin Grand Prix Auto Cross in Palo Alto, California, is Ernie Haze who drove to a first in class. This was Ernie's first time out in a TR and from all indications we think we have made a convert.



## SERVICE

### Guard Against Bumps

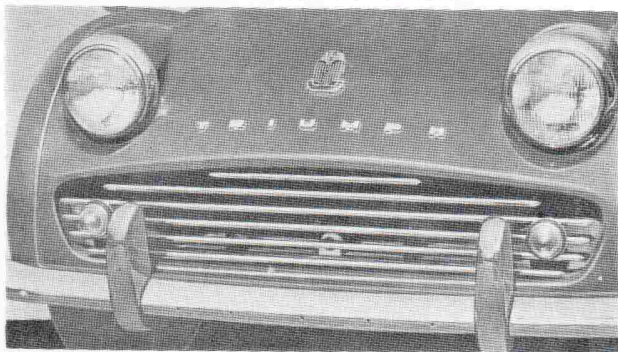
A tremendous number of sports car accessory bumpers is available, all designed to protect small fenders from oversized dinosaur bumpers, fins and other unyielding projections. Among the very best of these are the chrome-plated steel "Auto-Guards" made by the Arnolt Corporation. The front bumper conforms to the shape of the grill but gives adequate head-on and side protection. The rear unit wraps around the allows easy access to the spare tire compartment.

Many local sports car accessory stores and Triumph dealers have these at \$29.95 a set.

### Wire Wheel Service

Wire wheels out of round? Spokes loose The TSOA has been compiling a list of Standard-Triumph recommended wire wheel service locations around the country. If you are having difficulty in obtaining such service, drop us a line and we'll try to help. Also, if there is a particularly good wheel shop near you, please send us the name and address. Other members will appreciate it.

### That 'Custom' Look



For the TR-3 owner who is not satisfied with his car's stock appearance, a new custom grill has been available for some time at about \$35.00. Now, in a special sale, these grills are available for \$16.95. They have the "full floating" look with no attachment points visible. Installation is simple, consisting of removing the old grill, drilling four holes and installing the new one.

This exciting accessory is available from Standard-Triumph, Western Zone Office, 1957 W. 144th St., Gardena, Calif.

## AMAZED REPAIR MAN

Have you ever heard of having a pleasurable time changing a muffler? Well, from what Art Reed of Maywood, Illinois, tells us, he did. After changing the muffler on his TR-3, he was amazed and overjoyed at the ease of the operation. The entire job took only 45 minutes, from changing clothes to washing up. Art stated further that the same change on his old American car was a major repair job.

## LET'S TRY A CHALLENGE

Bill Baird and his wife "Skip" came up with an idea that we think might be fun, if we can get enough people interested. Here is what they have in mind:

How about a Challenge Rally between Triumph clubs, the Triumph owners in the less selective motors clubs, and members of TSOA in organized areas? Of course there are many plans to be made, "bugs" to be worked out, rallies to be set up and timed, but according to Bill, the result would be an extremely fun-filled event. Anyone interested? If so why not contact Bill or Skip at 1 General Washington Drive, Media, Pennsylvania.

## WORD FROM THE OPPOSITE SEX

### Lanvin vs. Lubriplate

Wench-sized wrenches come with all sports cars. There is also a jack, (small J), and a spare tire. One day, I lifted the bonnet and found something else. It was a large cast-iron box full of gooey oil and held together with nuts and bolts. This aroused my curiosity. The understanding dealer told me this was an Engine, and recommended a book called "Automotive Engines for the Beginner."

Well, I admit I *had* heard of Engines, compression ratios and cylinder displacement, but this was never a factor in buying a car, or even thinking about one. My main concern was always "estimated horsepower" as indicated by fast lines, a nice-sounding horn and matching leather bucket seats. Until I bought my Triumph and "Automotive Engines for the Beginner."

The book lowers one down into the subject gently. The first chapter is a lesson in automotive anatomy, including the appearance and activities of everything from gudgeon pin to sump pump. Afterwards, each operation is discussed in detail. Upon completion of the book and many patient tech lectures later, I have started looking at an Engine (particularly a Triumph one) as an old friend.

Although far from being a full-fledged mechanic or an S.A.E. member, I can now participate in conversations on fuel injection vs. twin carbs vs. supercharger, overhead cams, disc brakes, timing chains and all the SCCA racing requirements including installation of anti-sway and roll bars. An interesting discovery was the difference between *grease* and *oil*. (Something like the difference between pancake and liquid makeup.) Wet sleeves, messy sounding though they might be, are a definite advantage on a racing car, I found.

At this point you are possibly asking, "What good is all this to a girl, anyway? Well, I have made a list of Advantages and Disadvantages.

### Disadvantage:

1. (only) Once you become really interested in the subject and learn a little about it you will find yourself talking crankshafts on every possible occasion, thus earning the title of Four-Cylinder Bore or "Miss Bell Housing of 1961."

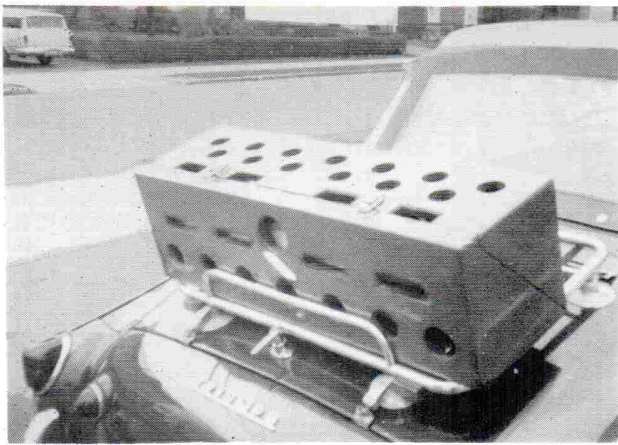
### Advantages:

1. When you do take your car in for a checkup or to correct an 'it-won't-go' situation, you will at least be able to understand the mechanic's diagnosis of your car's symptoms and know whether he is giving you the straight poop or not. A few judiciously chosen technical phrases might help immensely here.

2. You will understand and appreciate your car more, which in turn will help you care for it. And if it *does* start making funny noises suddenly, you won't feel so helpless.

3. A modest technical knowledge and an interest in engines is a marvelous public relations force with husbands and sports-carrying gentlemen friends. You would be surprised how they love to be asked questions like, "Have you ever tried an aluminum head with overhead cams?" Or, "What do you think about four-port manifolds?" Or, "What is your compression ratio?"





**FOR SCUBA** — Closed, the "Cheesebox" can be used to carry a Scuba diving tank.



**FOR SKIS** — Opened, the "Cheesebox" makes a neat ski rack.

### DUAL PURPOSE 'CHEESEBOX' CARRY-ALL

The "Cheesebox" was Allan Carlson's answer to a dual purpose ski rack. Carlson, of New Britain, Connecticut, uses the new rack to hold skis, in the open position, and when the warm weather comes along he closes it and uses it to

carry his SCUBA diving tank. Al, who designed and built the "Cheesebox" says that it adapts to an ordinary luggage rack with no drilling. Holes in the box are for less weight and to allow melting snow to run through.

#### COMPLETE TRIUMPH RESULTS

(Contd. from pg. 1)

Car	Drivers	Mileage Covered	Position	Average Speed
27	Keith Ballisat Peter Bolton	2373.228	9th	98.9 mph
26	Les Leston Rob Slotemaker	2332.780	11th	97.17 mph
25	Marcel Bequart Mike Rothschild	2189.864	15th	91.24 mph

#### TR-S Specifications

##### Engine:

Cubic Capacity	1985 CC
Bore	90 mm
Stroke	78 mm
Compression Ratio	9.25
Lubrication	Wet Sump
Four Cylinders	
Camshaft	Twin overhead
Horsepower	In excess of 125 at 6500 rpm

##### Transmission:

Clutch	Twin plate, dry, 7¼ in. diameter
Final drive Ratio	Hypoid, bevel gears 3.89 to 1

##### Suspension:

Front	Coil springs, anti-roll bar
Rear	Semi-elliptic springs

##### Brakes:

Front and rear	Girling discs
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##### Tires:

Front	Dunlop racing 5.50 x 15
Rear	" " 6.00 x 15

##### Dimensions:

Wheelbase — 7 ft. 10 in., Track, front and rear — 3 ft. 10 in., Length — 13 ft. 1 in., Weight — 1,925 lbs., Width — 4 ft. 8¼ in., Height — 3 ft. 8 in.

#### CLASSIFIED

**WANTED:** 2.2 liter kit. Contact Ed Lambert at Box 1144, Palm Beach, Florida.

**FOR SALE OR TRADE:** Five wire wheels for TR, including adapters and knockoffs. One year's use. Guaranteed Excellent Condition. Make offer. Contact Jerry Straf, 1650 N. First Avenue, Melrose Park, Illinois.

**FOR SALE:** Completely rebuilt and balanced TR-3 engine including starter, generator, carbs, etc. Asking Price \$295. Overdrive Transmission rebuilt last year. Asking Price \$150. TR-3 rear axle assembly complete with drums, shoes and backing plates. Ratio 3.70:1 Asking Price \$1.25.

All prices include delivery within 300 miles. Contact E. G. Davis, 14216 Henry Ruff Road, Livonia, Michigan.

#### TSOA SUPERMARKET

TSOA Neckties	\$3.50
TSOA Handbook	\$1.00
"Please Don't Dent Me" cards	\$1.00/100
TR-2 - TR-3 Service Manual	\$10.00
Herald Service Manual	\$2.75
Local TSOA Club "Calling Cards"	FREE
Girling brochure on care of disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors	FREE
STAA Badge	\$1.50
Replacement of TSOA Badge	\$1.00
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.

*The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 170, Radio City Station, New York 19, New York. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, Herald Sports Coupe or Convertible) or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.*