



TRIUMPH SPORTS  
OWNERS  
ASSOCIATION

# News Letter

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Room 3006

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## A Triumphant Year -

If you think you are seeing more and more Triumph Sports cars around, you are! The Triumph TR2 and TR3 have turned into great favorites with the American sports car enthusiast, whether he just loves to drive or competes with a vengeance. A look at the sales figures give a clear picture of what has been happening in the United States. In the past twelve months, sales of the Triumph have risen more than 119 per cent. This is quite a record when we look at the sagging market of the domestic products.

## Lapel Pin Idea -

We were puzzled over many of the orders for lapel pins as there were so many members who were ordering two at a time. An investigation proved that we found the pins made sharp links. Pins are 90 cents each so it's quite a bargain for a \$1.80. Order through this office and make checks payable to Standard-Triumph Motor Company, Inc.

## Rally Books -

Standard-Triumph reports that they still have some copies of A COMPLETE HANDBOOK - SPORTS CAR RALLIES, TRIALS AND GYMKHANAS by David Hebb and Arthur Peck reserved for TSOA members. These books are available for three bucks from Standard-Triumph, 122 East 42nd Street, New York 17, N.Y., saving you a fat two bucks under the bookstore price. Order directly through S-T.

## SCCA News -

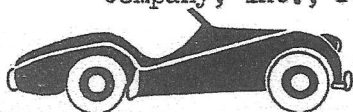
The SCCA National Newsletter #24, advises that Alfin brake drums are now accepted by the Sports Car Club of America as standard equipment in the production car category on the Triumph TR2 and TR3. As you are probably aware, overdrive, competition springs and shock absorbers as supplied from the manufacturer are already accepted as production equipment on both TR models.

## Key Rings -

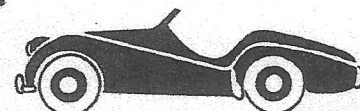
Triumph TR3 key rings will soon be available through distributors and dealers. The TR3 emblem is mounted on leather which can be had in red, blue and brown. Contact your dealer on this.

## Service Manuals -

Service manuals for both the TR2 and TR3 are available immediately from this office. Make your check out to Standard-Triumph Motor Company, Inc., for \$8.00 and we will send you one postpaid.



*It's A Triumph!*



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Overseas Delivery -

If you happen to be planning a trip to England this summer, you will be interested in the overseas delivery prices of the TR3 ex works. The basic model (vynide) is \$1918.00; basic model (leather) \$1951.00; hard top model (vynide) \$2016.00; hard top model (leather) \$2049.00. See your local dealer for all details as he can make all arrangements in advance for you.

Alpine Rally 1956 -

The Standard Motor Co., Ltd., will enter a team of four Triumph TR3's in this year's Alpine Rally which begins on July 6th. Drivers and navigators of these cars which will start from Marseilles will be (drivers listed first, navigators second): F. B. Hopkins, W. Cave; J. C. Wallwork, C. Corbishley; M. Gatsonides, E. Pennybacker; Mme. A. Bousquet, Mrs. L. F. Ashfield. A new member of the Standard team is Ed Pennybacker, an announcer on the American Forces Network who has already scored several successes with his own TR2 in Germany. The team will be managed by Ken Richardson.

Here and There -

Lt. J. A. Lynch III, Killeen, Texas, reports that they have a very active sports car club at Ft. Hood. This TSOA'er has driven his TR2 with the following successes: 2nd, October Hare & Hounds Rally; 2nd, Waco Rally; 3rd, April Waco Rally; 1st, Ft. Hood SCC Relaxed Rally; 2nd in class, Austin Hill Climb.

A. C. Nesbitt, Los Angeles, California, reports that he and his navigator, Henry Elsworth entered the Economy Run on May 27th with a TR3. This was a 104 mile mountain and desert course from 425 ft. elevation up to 5300 ft., going from Palm Springs to Idyllwild, California. The event was sponsored by the Palm Springs SCC. This was a stock TR3 without overdrive and averaged 47.27 m.p.g.

David Hastings, Burnt Hills, New York, reports that while he and his wife were driving in a rally sponsored by the Adirondack Motor Enthusiasts Club, the clutch on his TR2 suddenly became inoperative ten miles from the start. Realizing that it probably could not be fixed on the spot, the Hastings' proceeded on the rally, driving 90 miles without using the clutch. David reports that the gearbox functioned perfectly and made the job "pretty easy". He also mentions that with 23,000 miles on his Triumph, his total maintenance other than oil and lubrication has come to only \$50.

Jay Klein, Syracuse, New York, is on his second Triumph in 16 months, and is a regular participant in all SCCA rallies in the Central New York Region with his 13 year old son as navigator. They placed 1st in the Midnight Rallye last December over a field of 40 cars. They also took 3rd in the January Rallye.

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Late News Flashes -

One of the most outstanding - and difficult - rallies in the Southern California area each year is the Lockheed Sports Car Club 24 Hour Rally. What started out as a small group of enthusiastic Lockheed employees setting out on an enjoyable rally together has now become an annual affair of widespread importance, attracting over a hundred entries from all of the leading sports car clubs.

The latest effort, over some of the roughest, winding back roads of Southern California, provided a gruelling test for drivers, navigators and cars alike.

We salute the winners of this great rally: Mr. K. Engle, driver and Mr. G. Steele, navigator, who piloted their trusty Triumph into the leading position to pick up the FIRST PLACE TROPHY. And cheers for Mr. and Mrs. Cooke, who survived the usual pitfalls and triumphed in to pick up the Best Married Team Trophy.

But that's not all. Among the first thirteen finishers in this rally, FIVE DROVE TRIUMPHS.

AND OVERSEAS.....news of fine international wins by Triumphs keep pouring in. From Finland comes a report of success in the annual major motor race called (believe it or not) Elaintarhan ajot - Djurgardsloppet. Two Triumphs driven by Mr. H. Saaristo and Mr. E. Rosten took first and second place in the under two litre category, beating three Alfa Romeo's in the process.

In Germany, American Servicemen continue to do well with their Triumphs. In the International Sports Car Club races held at neighboring German circuits, Landstuhl and Sembach, Johns, Babcock and Millward took first, second, third and fourth in the 1600 - 2000 c.c. category of the Landstuhl event. At Sembach, the same three drivers were placed first, second and third. Their driving was strictly great, the lap times being considerably faster than those recorded by the Forches.

In England, three Triumph drivers from Leeds, Stan Iveson, Bob Monkman and Charles Fackler, together with two skilled mountaineers, set out to crack the record for the "Three Peaks Race". The goal of this event is to climb Snowdon, Scafell and Ben Nevis in the shortest possible time. (ed. note: these are mountains?) At a minute past midnight on May 24th, the climbers set off on their ascent of Snowdon. After a tremendous effort by both climbers and drivers, the team arrived at the foot of Ben Nevis, the whole task completed at 4:30 p.m. on the same day. Their time of 16½ hours beat the previous record by nearly six hours. The average running speed of the cars was 46.98 m.p.h. for the race of 462 miles and the gas consumption for the whole of the 1075 mile journey (Leeds - Snowdon - Scafell - Ben Nevis - Leeds) was 31 m.p.g. (Imperial). (ed. note: we must be honest and say that we have reprinted this last story exactly as it came from England).