



TRIUMPH SPORTS
OWNERS
ASSOCIATION

Newsletter

P. O. Box 589 • Grand Central Station • New York 17, New York

Volume IV

JUNE 1958

NUMBER 6

THEY'RE BACK -

Some 180 Triumph Rallists are now back after the dream trip of the year to Europe, and trying to settle down with their hundreds of feet of movie film and more hundreds of pictures. The Rally, which departed from the U.S.A. in two sections, was preceded by a round of parties and receptions before going aloft via BOAC which repeated the parties all the way across the Atlantic. Reaching London Airport, the groups were met by the Directors of Standard-Triumph Motor Co., Ltd., and then made their way to their cars which were parked right beside the plane, accompanied by the lively tunes of a marching bagpipe band. With a roar of exhausts, the group were off to a reception and lunch at the RAC Country Club - a beautiful spot located in the middle of England's lovely rolling hills. After luncheon, the party sped on their way to Brighton where they were met by the Lord Mayor in a 1906 Standard, and led into this resort city. The Lord Mayor and his wife were host and hostess to the group at a magnificent reception that evening.

The Channel was rolling just enough to keep anyone from thinking it was a small pond. The cars had travelled across in one ship and the participants in another - but car and owner were happily reunited in Dieppe and off they went for the first night's stay in France, Rouen. The next day was through the cathedral and chateau country with a leisurely trip to Tours. After a night in Tours, it was a long jump down the French coast to Biarritz, one of the great French resorts. The following day, French was forgotten and the English-Spanish dictionaries were dug out as the party crossed the border and drove through the Pyrenees down to Burgos for the night, where some of the explorers discovered the art of flamenco dancing. The next day was the ride into Madrid where they were met on the outskirts of the city and escorted in. This was a two night stay so there was lots of time for shopping, nightclubbing et al. Some saw the bullfights, others the great museum and art gallery. While there, Count Don Carlos deSalamanca played host at a reception. Leaving Madrid, the Rally left for Valencia for a night's stay, and then up the coast to Barcelona. Any pesetas that were left found their way into the local shops before the group crossed the border back into France, headed for Perpignon. They then drove through the wonderful French countryside to Avignon, where most agreed they could settle down for the rest of their lives in this beautiful ancient city, completely surrounded by towering walls.

But the French Riviera was ahead, and off they went with such glamorous names ringing through their ears as Cannes, Juan les Pins, Antibes, Nice and Monaco. The route then led down the coast and across the Italian border to Rapallo, Pisa and Rome. Besides the picture-taking, shopping, receptions and general sight-seeing, it became noticeable that there began to be an accumulation of souvenirs such as marble statues, mirrors and other items the size to stretch the inside space of any Mack truck. Leaving Rome (and during the time in Italy which was election time, many saw the Communist banners openly displayed for the first time in their lives) the route led back north to Florence (more Americans there than in Akron) where leather goods were bought with high abandon, and on to Venice, where the Triumphs were parked and the participants proceeded into the city via gondola. This lovely spot was a mecca for camera-bugs and those with lira burning their pockets.

After two nights in Venice, the party headed north through Milan. This path led



It's A Triumph!



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to Switzerland and Lugano, where the few watches left from last year were hurriedly snapped up. From Lugano, it was a magnificent trip through the Alps to Lucerne, the home of the longest covered bridge in the world - and more watches.

By this time, the road led ahead to Paris with a stop at Basle, and then on into the French capitol - with an escorted arrival comparable to nothing else. A magnificent reception here topped all the various and sundry activities that went on (and this is as definite as we'll get) in this sophisticated city. The time sped rapidly by, and after an escorted ride out of the city, the Triumphs headed north to Boulogne, the Channel crossing to Dover and on up to London. Foreign language dictionaries were put away, and the concentration was on some of the best shopping in the world, magnificent sight-seeing, topped by a visit to Coventry and the Standard-Triumph plant where the parent Company held a lovely reception and all hands made a tour of the Triumph plant before turning in their cars.

It was a tired lot that made their way to London airport for the last party, and then trooped aboard the BOAC plane for a gala trip home (for those who could still keep their eyes open). In spite of the fatigue, the question in the air was "where are we going next year?"

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And in answer to that question - if you will let us recover, we will be announcing the 1959 Rallies in the very near future. Much preliminary work must go into them before we can publish the tentative itineraries - but we promise to release them just as quickly as possible. Participants of the 1958 Rallies are requested to send their comments on this year's trip - and we will appreciate their replies just as soon as possible.

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All participants in the 1958 Rally are requested to send in their two photo entries for the photographic contest. If you want a chance at one of those Wedgewood tea services, let's see those photos. We would also appreciate hearing not only from all participants but the entire membership on what they think would be the ideal 1959 Rally of Europe. Indicate whether it should last 3 or four weeks, and what route it should follow. These suggestions should be submitted on a postcard, and we're sorry, but we cannot acknowledge these.

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NEWS FROM THE LOCALS -

A new local TSOA in south New Jersey is now being formed. Contact Howard L. Ungerer, Jr., 261 Beechwood Drive, Shrewsbury, N.J. (we're quite impressed with the line drawing of the Triumph on the Ungerer's stationery).

Local TSOA corresponding secretaries should write directly to Mr. W. F. Gentle, Standard-Triumph Motor Co., Inc., 1745 Broadway, New York 19, N.Y., if their clubs wish to be visited by a factory service representative. Please give two dates when making your request.