



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. V No. 6

JUNE 1959

1959 RALLY ISSUE

A FULL LENGTH PORTRAIT

If you're reading this article, the chances are five to one that you have attended college, and twenty to one that you are a man thirty-two years of age, living in a city or a suburb. Oh yes, we know more about you than you would imagine because the Standard-Triumph Motor Company has just shown us the results of the survey they took last September drawing a TSOA member profile from more than 1400 respondents to a questionnaire. They learned quite a bit about the TR owner and his car — his likes and his gripes. For example, the survey showed that "Mr. TSOA" has probably entered his TR in competition (46% have) but he describes most of his driving as "in city or town traffic" rather than "on the road" or "in competition." 43.6% say that TR driving is done "to and from work in connection with jobs", even though two-thirds own another car. Triumph represented the first sports car in 42% of the cases.

"Mr. TSOA" has turned away from a conventional car for the "thrill and fun of driving" a sports car. He most often cites TR's "economy" and indicates that its greatest quality is "performance." In spite of the fact that fickle sports car enthusiasts tend to "trade up" to more expensive marques, over half indicated that their next car will be a TR.



Two Rally cars pause to view the magnificent beauty of the Italian Alps before crossing the Brenner Pass into Austria.

NEWS OF THE LOCAL CLUBS

Both the HOOTER and TROC TALK mention a news item from South Gate, Calif., about a TR found 50 feet under the city in a storm drain! The car had been stolen and driven into the drain from the Los Angeles river about a mile away. The HOOTER points out that perhaps the thief had been participating in a gopher rally and had goofed a rally instruction. The car, property of a Huntington Park policeman, would have been driven farther into the drain, but was stopped abruptly with front end damage by a divider. Reminds us of an English rally in which one check point had all the drivers completely confused. After laboriously checking maps, taking compass readings, etc., the cars were milling around madly right on the exact spot but no check point was visible. Meanwhile, the Rallymaster was collapsing with laughter about 20 feet *below* the infuriated rallyists. The check point was in a cave with an entrance just off the roadway in the spot given in the instructions.

CONTINUED ON BACK PAGE

THIS IS NUMBER ONE

AND THE FUN HAS JUST BEGUN

Put seventy Americans in new TR-3's with thirty days to explore Europe, add near-perfect weather for the whole time and you have what we might call a "ball." Triumph Rally #1 had just that and more so and if you have a friend who went on this trip, you have probably found out by now that the only way to stop him from talking about it is to walk quietly and quickly to the nearest exit.

Although the Rallyists were greeted by what we colonists are led to believe is typical London weather (rain and cold), the skies soon cleared and tops came down. In fact, they were down for twenty-six of the twenty-eight days, which made travelling through the majestic beauty of Europe an even more delightful pleasure. The pictures on the following pages will give you some idea of what a Triumph Rally of Europe is like. If you are sorry you missed it (and we bet you will be), there are still a few seats left on the September trip which covers the same route.



1. Departure from the RAC Club at Woodcote Park, London. A welcome luncheon was given in honor of the Rallyists and then the procession departed for Folkestone and Dover. Bidding everyone a pleasant journey is Lord Tedder, Board Chairman of the Standard Motor Co., Ltd.



2. The RAC provided a motorcycle escort from London Airport to the reception at Woodcote Park and from there all the way to Folkestone, a distance of almost 70 miles! They returned the next morning and escorted the group right to the jerry in Dover.



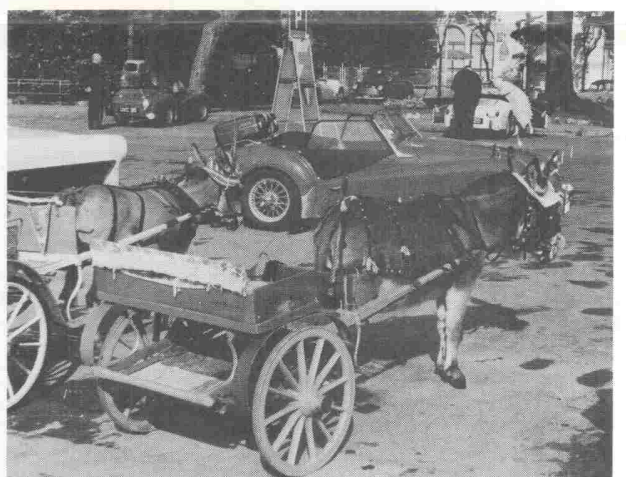
3. After a rather spirited crossing, with the Channel at her capricious best, the Rallyists were happy to leave the boating to someone else. Here, the first contingent prepares to leave the docks at Calais after asking each other the same question: "Which way do we go?"



4. The joys of the "picnic" are soon discovered . . . a loaf of bread, a jug of wine and a tonneau cover to use as a table. It's a great way to have lunch as Madelene Otis, Tom Downing and Joan Allen can attest . . . and the wine! On the road somewhere in France.



5. One third of the Monacan Army prepares to do their duty and guard our Grace. This colorful event takes place each noon and you are there! . . . if you are on the Rally. Besides the Royal Palace, there's the Casino in case you feel lucky . . . and lots to see everywhere.



6. Take a ride in a donkey cart at Rappallo. This beautiful little village is on the Italian Riviera and just a short run from Santa Margherita and Portofino. After seeing them, it's easy to understand why they inspire songwriters and poets.



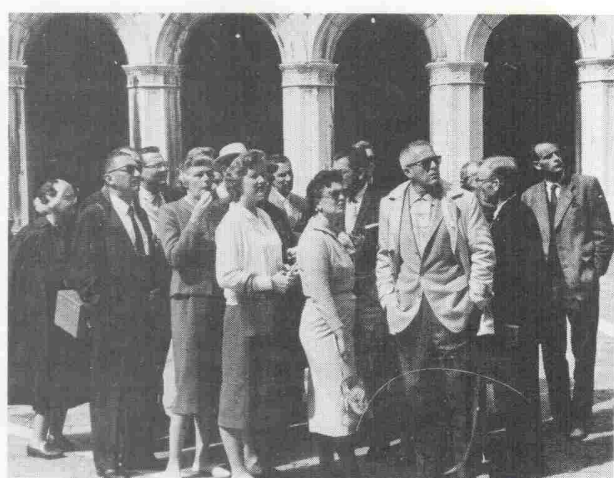
7. In Florence, you are apt to see almost anything. This street peddler with his walking dolls amused everyone . . . even the driver of our sightseeing bus (left). Meanwhile, the postcard and color slide purveyor did his best through the bus window.



8. Miles of Triumphs! This is the convoy into Rome . . . complete with police escort. Although participation in the convoys was not required, most Rallyists found that it was great fun to enter a city with police sirens clearing the way . . . and with very little chance of getting lost, too!



9. We shouldn't have to write a caption for this one. No one will forget the fun of riding to his hotel in these aqua-taxis or the thrill of the moonlight ride down the Grand Canal complete with orchestra and singers. And the shopping in Venice . . . magnifico!



10. There were sight-seeing trips in every major city and English-speaking guides who love to entertain tourists. Here's a group of Rallyists soak up every word and are awed to learn that something only 300 years old is not really considered old at all in this land of the past.



11. Triumph in the Alps. In northern Italy and on into Austria the camera jans had a field day. The main problem was to guard against running out of film, for every bend in the road produced a view more breath-taking than the last and there were many miles yet to go.



12. In Oberammergau, Germany, the Logans, Tom Downing, the Allens, the Giesens and the Becks sampled "domestic" beer and found it better than the imported stuff in the States. Some of the group went all the way to Munich and Salzburg on the free day in Innsbruck.



13. When you have your house painted in Germany, you hire an artist. This one, on the road to Garmisch, had the story of "Little Red Riding Hood". Imagine telling the children to step out in the yard for their bed-time story . . . "Grandma, what big ears you have!"



14. This German gentleman was a bit camera-shy, so it was necessary to catch him on the run. Hat, pipe and beard seemed to be the badge of the senior citizen in the country villages. Resting in their TR-3 are Mr. and Mrs. Larry Hamaker of Cleveland.



15. There were those who were intrigued by the native dress and outfitted themselves accordingly. Here, Mrs. Dick Henrich models a Swiss costume in Lucerne. The shorts are called "lederhosen" and are made of leather. You don't clean them . . . they just mellow through the years.



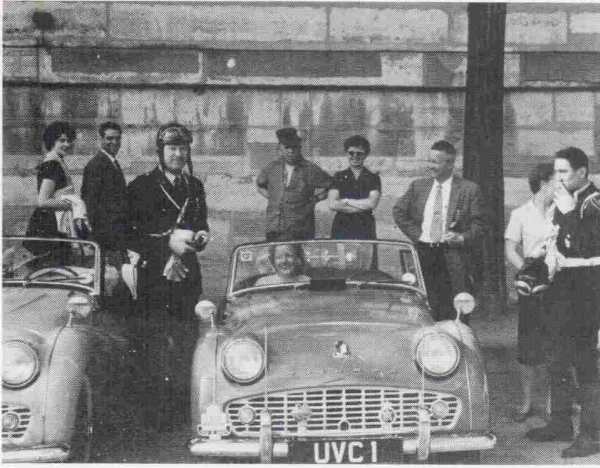
16. And there were those who brought their own costumes with them! Len Ross of Los Angeles models a yarn wig made by his wife for the avowed purpose of drying her hair! Everyone tried it on and it was probably one of the most photographed objects on the trip.



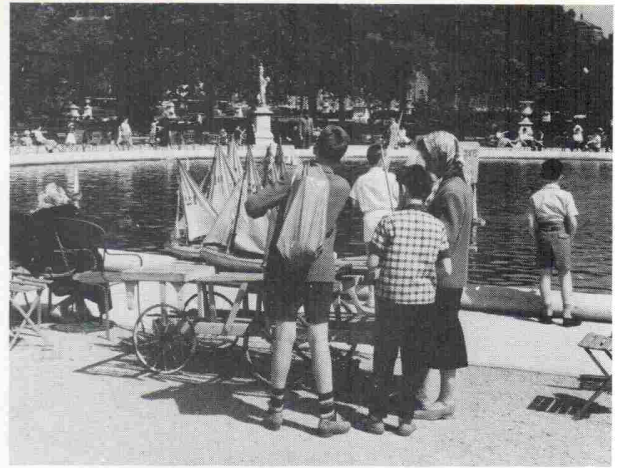
17. Surprise, doubt, curiosity and thirst are reflected on these faces as the Rally Courier, Claude Isaac, translates the life story of champagne making from French to English. The scene is underground at one of the famous champagne cellars in Rheims, France.



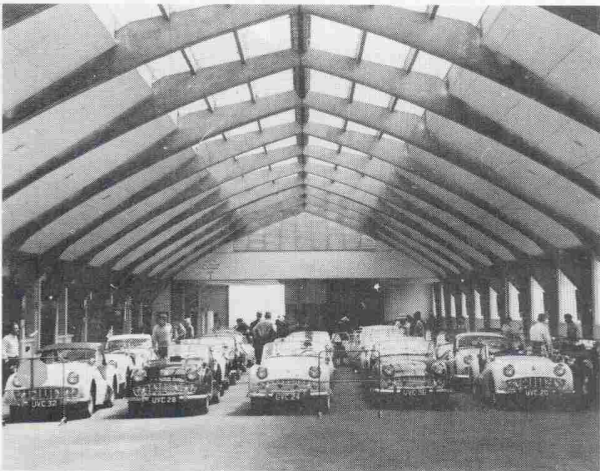
18. For the racing enthusiasts, there were opportunities to visit the world renowned race courses at LeMans and Rheims. Lined up in the pits at Rheims are the TR-3's of the Tour Director, Dave Allen, and Tom Downing. Several laps were made around the circuit at a conservative speed.



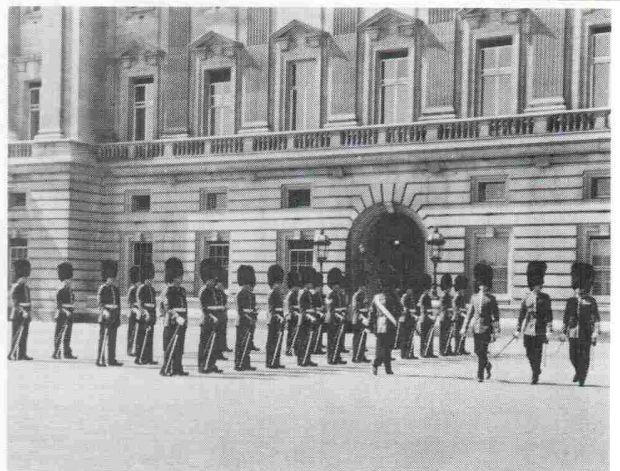
19. No one will forget the Triumphant entry into Paris with these motorcycle Gendarmes! Travelling in convoy, through traffic and red lights was an experience to thrill the hearts of the brave . . . one wondered if the escorts were going to live to do it another day!



20. Men that go down to the sea in ships . . . Tuilleries Park in the heart of Paris offers everything from the Louvre to Punch and Judy performances. Hundreds of children rent toy sailboats and spend the day sailing in one of the many artificial ponds.



21. Lined up with military precision, the entire fleet of Rally #1 waits in the Customs House in Calais before boarding the T.S.S. Halladale for the calm crossing back to Dover. Remember now, when you disembark, to drive on the LEFT side of the road!



22. The pomp and pageantry of the changing of the guard at Buckingham Palace in London is a sight no tourist should miss. For centuries, this ceremony has taken place each day and plays to a packed house on every occasion. Dig those real tall Davy Crockett hats!



23. "I'll bet I walked through every cathedral and chateau in Europe!", muses John Giesen as he waits for the train in Coventry. After handing in their TR-3's for shipment back home, the Rallyists travelled by private coach back to London for the flight home. For everyone concerned, it was a vacation that will be a conversation piece for years to come.

In true movieland fashion, the TROC of Los Angeles held its installation of officers at the Blarney Castle with a steak or lobster dinner for just one Lonely Dollar (their caps) per member. Featured Installation attractions were Fran Smith as President, Bob Lujan as Veeep, Vivian Wilder for a second term as Treasurer plus a fine supporting cast of Board Members John Folk, Bill Stockdale, Tom Stamper, retiring President Dick Taylor and Past Veeep Norm Morgan. It was Big Trophy night at the TROC extravaganza as well with the presentation of the club's annual trophies. Norm and Joy Morgan took the BIG Big Trophy. Second Place went to Dick and Ginny Taylor and Third to Elmer and Peggy Callen.

mad, Mad, MAD gimmick rallies. The TROC just won't quit with their crazy events. The Lark of Lady Luck, their April event, was a scenic rally somewhat obscured by the weather. Entrants were required to: guess the number of beans in a whiskey decanter, find unknown roads way back in the hills, play the horses, play poker and write essays! And, just to prove that Lady Luck was indeed watching over the event, first place went to Ken and Evelyn McDivitt who were on their first rally in a brand new TR-3.

Then, there was the Three Of-A-Kind Rally . . . a Le Mans start, with the driver grabbing the instruction sheet on the run, five points to be found in the San Gabriel Valley and a 10,000 square foot area at each point to be searched for a sack full of playing cards . . . this was an event! Oh yes, it had to be done in the dark. Awards were separate for lowest total mileage and best poker hand.

Kansas City TSOA members interested in forming their own group can contact Sidney R. Pinger at 616 E. 63rd Terrace, Kansas City, Mo.

SCOTTISH INTERNATIONAL RALLY DOMINATED BY TRIUMPH

The Diamond Jubilee running of the Royal Scottish Automobile Club's annual International Rally saw the TR-3's continue to uphold their reputation. R. W. Dalglish carried off First Overall and the Weir Trophy in the five-day event, plus taking First in Grand Touring 1601-2600 cc. Second and Third in Grand Touring went to the TR's of P. Harding and W. Robson.

To keep interest and competitive spirit high, the "Scottish" depends on gymkhana-like breaks in the regular time-speed-distance run. Some of these enjoyable items were "hidden", that is, encountered without warning just as the rallyists thought they were safe for a while. They included garaging, a hill climb of sorts with two stop-and-reverse lines in the middle, a serpentine and some severe braking tests. Hidden checkpoints for average speed were also spotted along the route.

Although it does not claim the rigors of the big European rallies with their days of sleepless, high-speed driving through Alpine passes, the Scottish International is certainly a tremendous test of the manoeuverability, acceleration and braking of the entries. Performance and dependability won out for Triumph, adding the Scottish to the rapidly mounting list of major rally victories in 1959.



EMERGENCY ROAD REPAIR KIT — A very handy item for touring in your TR is this spares kit for minor breakdowns. See article below.

TR-3 EMERGENCY KIT OFFERED

One of the neatest ideas in TR accessories is offered by Colby Motor Sales, a TR dealer at 61 N. Main St., Crystal Lake, Ill. It contains just about everything possible to take care of minor breakdowns, all packaged in a sturdy metal box only 11½" x 5" x 3¾", which will fit easily into an odd corner in the trunk. Retail value of the items, if purchased separately, would be approximately \$24.50. Colby offers the kit, complete with box, for only \$20.00. By special arrangement, TSOA members may purchase the kit for only \$18.00, well worth it for the trouble some of these parts can save you.

Items included are: 1 spare wiper blade, 1 set generator or starter brushes, fan belt, fuel pump rebuilding kit, two spark plugs, condenser, distributor cap, distributor rotor, set of points, spare fuses, thermostat. Factory specs say Lodge CNY plugs rather than the K.L.G.'s shown and if you want Lodge plugs, please specify them on your order. The two plugs are supplied on the basis that it only takes one or two to get you to the nearest dealer, but we suggest that you purchase two more and carry a full set.

It makes sense to carry some spares in your car, particularly if you do a lot of long-distance driving and we suggest that you seriously consider carrying the Emergency Kit. Send orders to Colby Motor Sales, 61 N. Main St., Crystal Lake, Ill. Be sure to indicate that you are a TSOA member in order to receive the discount. The \$18.00 is postpaid.

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.