



# TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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## HERALD COUPE WINS TULIP RALLY



**OFF TO A WELL DESERVED REST** — Geoffrey Mabbs receives directions to the paddock at the Tulip Rally Finish Line. With navigator Leslie Griffiths, he finished first overall.

### PRIVATE ENTRY TAKES FIRST PLACE OVER 120 CARS OF ALL TYPES

In one of the most difficult events on the International Rally Calendar, a Triumph Herald Coupe, entered by Geoffrey Mabbs and Leslie Griffiths of England, vanquished 120 other cars, coming in first ahead of Porsche, Saab and Mercedes. The Tulip Rally of Holland, a 2500 mile event through five countries, covers all types of terrain and features 19 hill-climbs and special driving tests in addition to the regular time-speed-distance competition.

### Herald Wins 14 out of 19 Special Tests

Although it does not meet the extreme snow and ice conditions found in the Monte Carlo Rally nor the mountain driving of the Alpine, the Tulip makes up for it with extremely careful timing and control and the large number of special driving tests. In this year's event, run from May 2nd to 6th, the Mabbs-Griffiths team won every one of the last 14 hill-climbs and tests, a spectacular finish which was almost unprecedented in the history of the rally.

Starting at Noordwijk, Holland, the Tulip takes its course through Belgium, France, Luxembourg and Monaco, looping back to a finish in Noordwijk. Day and night driving is encountered and an overnight rest in Monte Carlo is the only break in the strenuous schedule.

The 120 entries included famous rallyists from England and all the European countries and factory teams from Porsche, Austin-Healey, Ford and Sunbeam. Mabbs' victory over such opposition is even more remarkable when you consider that he was competing in only his third international event.

### Triumph Has Successful Tulip Record

The winning Herald finished in excellent condition and was driven to the factory following the event. Although a Triumph has never before taken first overall, past Tulip Rallies have seen factory team cars high on the list in their classes. In 1960, Heralds placed 1st, 2nd, 4th, 5th and 7th in class while TR-3s came in 1st through 5th in class and took second team prize.

### DRAM DRIBBLER ECONOMY RUN

A Triumph Herald Coupe driven by Mr. Duane Feuerhelm, Triumph Dealer in Granada Hills, California, recently proved that at times a Herald's economy can be a bit beyond belief. The first-place mileage of 62.2 miles per gallon in the Dram Dribbler economy run was attained by driving the car free-style; that is, using any method of driving desired.

Does anyone want to compete against Mr. Feuerhelm?



**HERALD NOT A HEAVY DRINKER** — In the Dram Dribbler economy run, sponsored by the Four Cylinder Club, Duane Feuerhelm of Granada Hills, Calif., took first with 62.2 miles per gallon in a Herald Coupe.



## GIVE US THE FACTS

### Who Are The Officers?

The January issue of the NEWSLETTER requested that all local TSOA chapters send the names, addresses and phone numbers of all club officers to national headquarters so that the club files might be brought up to date. Since that time, only a portion of the clubs have complied with this request.

If your club is among those which have not mailed in this material, we would sincerely appreciate your co-operation in expediting this matter as soon as possible. We realize that your club might be a new one that has been started since January. In any event, ALL local chapters now in progress or in the process of getting organized are requested to send us at least a corresponding address.

### Will Publish A List

We are planning to publish a list of all local chapters in a future issue of the NEWSLETTER. By being on this list your club will not only be recognized by the presently registered clubs, but will also gain some excellent recruitment publicity.

Give your club a helping hand. Get us the facts we so vitally need!

## CLUBS NEED GOOD PUBLIC RELATIONS

Good community relations is not only a rule for local business enterprises but also the password for a friendly atmosphere in local sports car clubs. The Tejas Sports Car Club of Houston, Texas, demonstrated this in their recent "Multiple Sclerosis Gymkhana" and now the Quannapowitt Sports Car Club of Melrose, Massachusetts, has done likewise.

According to Forest M. Tilton of Melrose, the QSCC carried its community relations to the Perkins School for the blind in the form of a student navigator rally.

To help keep the rally down to a small handy group, only 22 cars were used. To give the affair a bit more prestige, the local chief of police was on hand as official starter and supervisor. With rally instructions written in braille and eager navigators plotting the way, the job of determining who had the best time was a difficult one.

How is your club doing in the way of community relations? Lets hear about it.

## CLUB NEWS



### Kettering, Ohio

The new jacket patch of the Kettering group, mentioned last month, is shown above. Secretary, Mary Mohr, just dropped us a note to say she won first TR honors in the local SCCA concours d'elegance with her 1957 model. That's the sort of maintenance that pays off!

## District of Columbia

The D.C.T.S.O.A. has an affinity for parties and public relations, certainly a happy combination. Best recent parties were the big send-off for John and Pat Brown, long-time leading members and the follow-up to the club's Second Annual Rally Fiasco. As far as public relations goes, the D.C. group belongs to an area sports car club council which is planning to erect a traffic-safety sign in downtown Washington, all clubs contributing. Good job all round!

## New Jersey

The Triumph Sports Car Club of New Jersey is continuing its program of evening novice rallies. The next event will be on June 23rd, beginning at 7:30 P.M. at the Bowlero, Routes 46 and 3, Clifton, N. J. Expert rallyists will hold a coaching session before the event.

## TROPHY TIME



**GREAT CANYON WINNER** — Rex and Margaret Charlton of Phoenix, Arizona, have reason to look happy. They were seventh overall and first Triumph in the 1961 Great Canyon Rally, held at Tucson April 21-22. This event, voted one of the top two SCCA rallies in 1960, was host to experts from all over the country. The special plaque award was presented by Standard-Triumph, Western Zone and Precision Motors, Tucson Triumph dealer.

## Distinctive TR-3 Trophy Available

The beautiful plaque won in the Great Canyon rally by Mr. and Mrs. Charlton is available to all clubs wishing to present special Triumph awards. It would be especially suitable for a local TSOA High Point award or as the First Place trophy at TSOA-sponsored events.

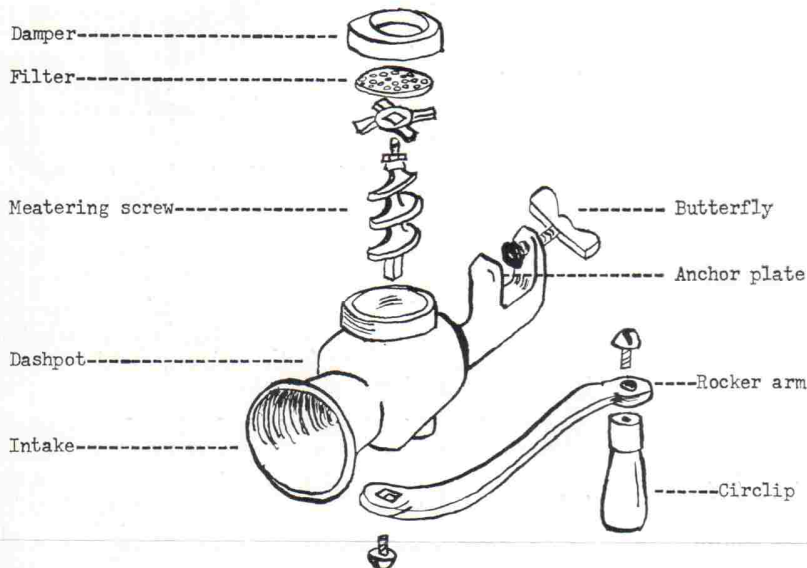
The plaque measures 24" x 12" and can be had in walnut or birch finish. The TR-3 is modelled in three dimensions and comes in silver or gold finish. A nameplate, identifying the car, is furnished.

Priced at \$9.95 each, boxed for shipment, the plaques are available from the Eldorado Manufacturing Company, 213 E. Winston, Los Angeles 13, Calif.

(continued on page 3)



## SN CARBURETOR



For those who are interested in the various components which have played a major role in the evolution of motordom, we present an exploded view of the SN carburetor. This was sent in by a long-time subscriber of the Triumph Tracker, Sherman E. Nelson. The extremely well engineered mechanism recently appeared in the Tracker, official newsletter of the Triumph Touring Club of Rochester, New York.

### *Selection of Filters*

We are not certain as to the specs of the carb, but we do seem to recall it having a wide selection of filters which allow one a considerable choice of mixtures. We do not recall the SN being used in multiple, however, it did develop quite a reputation for its performance. It was generally accepted that the SN was one carburetor which if you really put your foot on it, you would, without exception, lose it.

## TRUE ROMANCES SPORTS CAR EDITION

### *TR For Two*

How many courtships start on a 3,500 mile European tour? And, how many suitors are ardent enough to pursue their courting when it means driving 200 miles for every date? At least one such romance will become a marriage this month and the whole thing started over a couple of TR-3s.

J. Odie Cresse of Philadelphia was already a TR-3 owner. As a matter of fact, he had purchased his car on the 1957 Triumph Rally of Europe and had successfully competed in rally events since. In need of a new car (Note: He kept the old one after all!) he signed up for 1960 Rally #2 and planned a relaxing vacation with a friend. Meanwhile, Audrey Brockwehl of New York City made plans to join Rally #2 with a girl friend. Introductions at the pre-Rally cocktail party started things off and 3,500 miles later Odie and Audrey were regular driving companions. Regular visits back and forth between Philadelphia and New York went on for several months and the engagement was announced in January.

After the June wedding, the Cresses will still be a two-TR-3 family and more rally trophies will undoubtedly be added to an already heavy shelf. When one or the other of the cars needs replacing, they plan to attend another Triumph Rally. What a life!

### *Birds Of A Feather*

Romance at a checkpoint doesn't seem romantic at all, but according to Mrs. Richard Masek it was quite the thing in her days of being courted. It seems as though romance came into full bloom on the rally courses and at club events when the Maseks were single members and free from marital bliss. Doris wrote us the following note telling us how she and a TR club earned her the title of MRS.

"It might interest you and the girl-type TR owners and readers of the national NEWSLETTER to know that my TR-3 (1957) was quite instrumental in bringing my hus-

band and I together. As a charter member of the Northern Illinois chapter, I have been active in the sport as a participant in rallies and gymkhanas and also as a worker. Since birds of a feather flock together, it was only inevitable that Dick (Sports Car enthusiast) and I should get together at event starts, finishes and even along the route. It took a while to convince him that just because a gal drives a sports car she shouldn't be treated as "one of the boys," but once he discovered I loved the sport as much as he, and could be feminine at the same time, it didn't take too long for the rally results to read 'Masek and Masek'."

We don't guarantee that joining a TR club will get you your life's companion but it might put you on the right Track.

### TROPHY TIME

*(Cont'd. from page 2)*

### *Number Two Is Number One*



Al Ackerly, Jr., well-known Eastern competition driver, makes certain that the TR-3's racing reputation is unspoiled. On Saturday, May 13, he attended the Long Island Sports Car Association races at Lime Rock, Connecticut, and copped first overall and first in class. He is shown in #2 at Lime Rock before an April Race in which he took third in class. Just warming to his work, no doubt.



## NO SUBSTITUTE FOR RELIABILITY



**SEBRING ACTION** — George Waltman in TR-3 #28 leads the #30 Morgan out of a turn past one of the Triumph towers at the 1961 Sebring race.

### 12 HOURS AT SEBRING

Two issues ago, when we published our first report on George Waltman's 12-hour drive at Sebring, we promised more details. In capsule form, here is the story of the amazing reliability of George's TR-3, before, during and after the race.

The car had done over 40,000 miles as a field car in George's work for Genser-Forman, Triumph distributor in New York, New Jersey and Pennsylvania. Engine preparation was very simple, consisting of de-carbonization, a valve grind, new rod bearings and a thorough tune-up. Air cleaners and the stock exhaust system were left in place. The car was equipped with the anti-sway bar at the front and Metzler Supersport tires were used.

George drove the car to and from the race, carrying spare parts in the trunk. No replacements except one front tire were necessary during the race and no oil or water was added. Time spent in the pits was used to gas up and clean the windshield! Since the race, the car has gone 6,000 miles without need for additional service. To illustrate the varied uses to which this particular TR has been put, it was the car that George drove to 1st in Class in the Mobilgas Economy Run last fall!

Much credit for the faultless functioning of the car goes to mechanics George Douglas and Gary Fleicher of Stock Motors, Huntington, N. Y., and fuel steward Leonard Anderson of Butler, Pa. But, we must give special praise to the quick but careful driving of George Waltman.

### TSOA MEMBERS TAKE THE HELM

TSOA members are not only energetic and active members of local chapters of TSOA, they are also on top of the list in organizations that include a blend of the entire sports car contingent.

According to a news flash received from the Hartford Sports Car Club of Hartford, Connecticut, three TSOAers took the top offices in the recent club election. Those elected were: Jack Sutherland, President; John Harding, Vice-President; and George Zurles, Secretary. Maybe with a little TR talk they will convert the entire club. Well, anyway, it is certainly good knowing that TSOA members' talents are appreciated in all sports car circles.

## TRANSLATION PLEASE

Ever wonder what a gudgeon pin was? Or where to find the squabs in your TR? Well . . . . . bear with us.

A gudgeon pin is not a means of holding up gudgeons; it is a wrist pin. Nor is an Abarth muffler something to keep the neck warm on cold, windy days. But these are self explanatory.

In our Handbook of Automotive Zoology (TR Service Manual), we find the worm-and-nut gear in the steering system. The squabs? The backs of your bucket seats! Although a grommet sounds like something that might interest the Audobon Society, it is a rubber bearing found in the ignition set-up. The front suspension boasts of a fishy-sounding member called the trunion. In addition to the bearing seal, there is the driving distributor dog with "a peg, securing dog."

The psychopathic element is to be found everywhere, even in the Parts Manual, as illustrated by the crank case and the various nuts which hold it together. Even the windscreen wiper assembly has a crosshead (and rack). Let us hope you never have a crazed windscreen (a broken one which still hangs together). Maybe a head filter is indicated.

You don't need to look at a cathedral to find nave plates and bell housings. Don't look any further than your own hub caps and clutch assembling housing.

With a front apron assembly, a bonnet, brake shoes and gear lever boots, one can be in fashion anywhere.

But for pure phonic harmony and symmetry of sound, the *sump pump* cannot be beat.

### CLASSIFIED

**FOR SALE:** TR-3A accessories. 1 set large wind wings, black tonneau cover, two sets seat belts, all as new. \$50.00. Chester T. Vogel, 120 Pelham Rd., New Rochelle, N. Y., NE 3-6260.

**FOR SALE:** Motorola transistor radio. 12 volt with positive ground for sports cars. Fits under dash. \$20.00 post paid. Contact Dick Chapman, 251 23rd St. Drive, S.E., Cedar Rapids, Iowa.

### 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 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.*