



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

GRAND CENTRAL STATION

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EXCITING NEW CAR INTRODUCED BY TRIUMPH

STANDARD-TRIUMPH INTRODUCES THE SPORTS SIX CONVERTIBLE

In July, Standard-Triumph will introduce the latest in their series of high-performance family cars. The Triumph Sports Six will be the first six-cylinder, luxury four-passenger convertible in the Triumph line. It is the only 1600cc six-cylinder car in production in the world.

This new car is designed for the selective market of family enthusiasts who require a full four-passenger car with large luggage space. It also is ideal for rallyists looking for a comfortable, high performance small car. There are several cars which fit this description, but only the Triumph Sports Six incorporates high performance and sportscar handling as well. The 70 horsepower engine gives over 90 mph top speed and passing power similar to the TR-4 sports car.

Independent suspension on all four wheels is a feature of the finest sports and racing cars in the world. The Triumph Sports Six suspension is patterned after these advanced designs and is a development of the system pioneered by the Triumph 1200 and Herald series. These cars are famous for their fantastic road-holding and comfort. Stiffer springs, revised shock absorbers, larger tires, front disc brakes, re-designed and strengthened frame, rack and pinion steering and many other mechanical features have been incorporated into the Triumph Sports Six. This is definitely one of those cars that must be driven to be appreciated.

Michelotti, the famed Italian stylist, has designed a striking new body for the Triumph Sports Six. He has beautifully integrated the smooth sloping hood and upswept fender line with quadruple headlights (for high speed safety) and a small simple grill. No pictures can do this beautiful car justice. When you see it for the first time, you will be very pleasantly surprised.

The new six-cylinder engine with its twin carburetors completely fills the engine compartment and looks as powerful as it is. This rugged engine is similar in most respects to the 1200 four-cylinder Triumph engine but is actually a development of the Standard Vanguard as sold in England. It is just as rugged, reliable, responsive and economical as all Triumph engines. Over 30 miles per gallon can be expected in normal driving.

A four-speed (synchromesh on top three gears) gearbox is standard equipment with a short-throw sports type shifting lever on the floor. The instant acting Laycock de Normanville overdrive unit as fitted to Triumph sports cars is available as an optional extra as is an automatic transmission.

Extruded aluminum bumpers are a feature of the Triumph Sports Six. This is the first time such bumpers have been fitted to a production car. They are light weight, attractive and maintenance free.



90 miles per hour! Six cylinders! 70 horsepower! Disc Brakes! The striking new Triumph Sports Six.

Fine walnut-veneered dashboard and door trim are standard equipment. The convertible top is plushly padded. Individual bucket seats in the front are upholstered in top quality vinyl. Careful soundproofing throughout has resulted in a supremely silent, high performance car.

With its potent six-cylinder power and plush finish, The Triumph Sports Six is the perfect family sports car at a reasonable price. It is a top quality product, engineered, designed and priced for the discriminating enthusiast. The Triumph Sports Six sells for just \$2499 (East Coast P.O.E.).

Look for it at your dealer's soon.

ALL COMPETITION OPTIONS NOW AVAILABLE

A shipment of exhaust headers, oil coolers, anti-sway bars, lightweight flywheels and four axle ratios have just arrived from England and are now in our warehouse and available for ordering from your dealer.

This completes competition parts procurement and all listed parts are now available. The only exception is the rear telescopic shock absorber kit which is not available.

Due to the special nature of these parts, they are not normally stocked by dealers. However, a special order can be filled in less than two weeks.

If you have any parts ordering problems or questions on competition equipment, contact: Competition Department, Standard-Triumph Motor Company, 575 Madison Ave., New York 22, N. Y.

COMPETITION PREPARATION BULLETIN NOW AVAILABLE

The competition preparation bulletin has been revised completely. It now contains most of the information necessary for the serious racing competitor to prepare his car.

A head and valve modification drawing is included as is a template for the fuel pump mounting. A complete list of competition options and their parts numbers is also included.

Due to the technical nature of this publication and the necessary cost, it is only recommended for the serious competitor or his mechanic.

You can order your copy now by sending \$1.00 to: TSOA, Box 3273, Grand Central Station, New York 17, N. Y.



John Kessler and Ed Cobb drove their TR-4 to top Triumph and 8th Overall awards in the recent SCCA National Virginia Reel Rally. 75 cars were entered in the difficult 600-mile event.

BRITISH PRESS ACCLAIMS THE NEW TRIUMPH SPORTS SIX

THE OBSERVER

"High performance for the family"

SUNDAY TIMES

"A Triumph with double power"

LONDON TIMES

"Smooth, Stable and full of power"

DAILY TELEGRAPH AND MORNING POST

"Evidence of . . . quality of furnishings and wealth of equipment...exceptional mechanical quietness"

MANCHESTER GUARDIAN

"Lively four-seater . . . high degree of speed and safety"

DAILY MIRROR

"Triumph with a difference . . . smooth and sparkling performance"

BIRMINGHAM POST

"Sports Six cruises at quiet 80 mph"

DAILY HERALD

"Spanking new six-cylinder small car"

DAILY SKETCH

"Fast new Triumph has sports touch"

DAILY MAIL

"Here's a Triumph for the get up and go man . . . Hard to rival anywhere at the price"

DAILY EXPRESS

"Another winner for Coventry"

THE SUNDAY TELEGRAPH

"Sports Six gives a silky ride"



Triumph's "Works" Rally Team at the finish of the 1962 Alpine Rally. With their fully equipped TR-4's are Thuner/Gretener (Swiss Rally Champions), Sutcliffe/Fidler and Wisdom/Uren. Their trophies and Coupe Des Alpes are displayed on the hood of the center car.

COUPE DES ALPES FOR TRIUMPH

A Triumph TR-4, driven by M. Sutcliffe/R. Fidler, finished 4th overall in the recent Alpine Rally. This was the second international rally for Standard-Triumph's "Works" Rally Team and they scored 1st, 2nd and 3rd in Class and 2nd overall for the Team Prize.

The rugged Alpine Rally has been the scene of many Triumph successes in past years. 1960, 1st in Class. 1959, 1st and 2nd in the 1600-2000cc Class and 1st in the over 2000cc Class. 1958, 1st and 2nd in Class. 1956, Team Prize and 1st, 2nd, 3rd, 4th and 5th in Class. 1954, Team Prize, 6th Overall and 2nd, 3rd and 4th in Class.

The Alpine rally is one of the severest tests of machine and man and includes many of Europe's worst back roads and highest mountain passes, hot flat lowlands and freezing mountain snows. These are the trials that have developed, tested and proven Triumph's top performance and rugged dependability.

This year, only five cars were awarded Coupes des Alpes for no loss of penalty points. The Class winning Sutcliffe/Fidler TR-4 won one of these coveted awards.

Of over 60 entrants, just 28 completed the 1962 Alpine. The Thuner/Gretener TR-4 (Swiss Rally Champions) was holding fifth overall until the final stage when a tire puncture cost them a two minute penalty.

The three Triumph TR-4's were classified as follows:

Class 3, GT 1601cc - 2500cc	
1st	M. Sutcliffe/R. Fidler 4th Overall
2nd	J. Thuner/J. Gretener 6th Overall
3rd	T. Wisdom/J. Uren 9th Overall



Bob Stanton of Binghamton, New York, put a Triumph engine in this AC Ace and claims higher performance and better reliability.



Herb and Jean Drake drove their new TR-4 recently through Europe. Here they pause for lunch at Columbus Del'Oro, an art colony on the Riviera.

PRIVATE TOUR OF EUROPE

Herb and Jean Drake couldn't wait for the TSOA Rally later this summer and took their own tour of Europe in April and May. Mr. Drake is the senior Vice President of Ted Bates Advertising Agency in New York City.

The Drakes picked upon their new TR-4 in London on April 15. They drove to Dover and then flew with their car via Silver City Airways to Calais, France.

Their 3200-mile tour, included Paris, the chateau country, the Gorges of the Tarn River in Southern France, Carcassonne (an old Roman city), then through Nimes to the Riviera.

Driving along the Riviera, the Drakes visited Cannes, Nice, Monte Carlo and then crossed into Italy to Genoa and Portofino. Rather than drop down to Rome, they turned inland to Pisa and Florence and drove across the Po River Valley to Venice.

Their tour then took them to Milan, the cultural and industrial heart of Northern Italy, and the nearby lake country. For their assault on the Alps in their new TR-4, the Drakes chose the Simplon Pass and were assured that the roads were clear. Rather than put their car on the train to ride through the tunnel, they drove the scenic route over the top. They almost regretted it because they got into a snow storm and drifts 10 feet high. Having been born and bred on Alpine roads, the Triumph never faltered and they got through without incident.

Switzerland's beautiful Alps, lakes and Geneva ended Jean and Herb Drake's six-week tour of Europe. It was a memorable experience that many TSOA members will enjoy in August and September on the 1962 TSOA Rally of Europe.

MID-OHIO SPORTS CAR COURSE

This summer, a new road racing track will be opened near Mansfield, Ohio. This 2.5 mile race track winds through 200 beautifully wooded acres. The site overlooks the 900-acre Clear Fork Reservoir. Part of the area will be turned into a park and camping ground.

A quarter of a million dollars have already been invested. First races are scheduled August 18-19 and September 15 and 16.

DON'S RALLY TABLES

These very useful rally tables were designed by Don Robertson, a Martin Missile engineer from Orlando, Florida. They were designed to let the navigator handle his calculations in a simple and straightforward manner with the very minimum of equipment.

You don't need three stop-watches or even two stop-watches — but only one! You don't have to run ahead of schedule so you have time for frantic calculating at speed changes. After speed changes, you don't have to remember that you were so many seconds early or late back there and factor that into every calculation. Nor do you have to figure what to do with that extra watch that you have with two minutes on it. You don't even have to stop the car at a speed change.

Don's Rally System, fully detailed in Don's Rally Tables, tells you how to avoid all the above calculations. The Tables give the time in minutes and hundredths of a minute required to go one mile or any tenth fraction of a mile at speeds from 5 to 70 mph. Your calculations consist basically of making one simple addition for each mile and since the Tables are in hundredths, you avoid that old problem of adding minutes and seconds together. Correction factors, that can be handled easily in your head, let you correct for any round-off errors. Don's Rally System makes speed changes a breeze. With it, you

- don't have to stop the car
- don't have to stop, start, reset, or even read a watch at a change
- don't have to reset an odometer
- don't care as far as calculations are concerned, whether you were early or late at that speed change.

All you need to do is note the odometer reading and make a few easy calculations!

An easy procedure is outlined for taking care of the calculations when you get off course, as everyone does now and then. You can use the basic system, or various refinements also outlined which make the calculations even more precise or let you handle such factors as odometer lag.

Don's Rally Tables are ideal for the novice to learn rally navigation but still deliver under the demands of the expert, even in national type competitions.

When you finally can no longer withstand the urge to spend over \$100 for a calculator, you'll find that you won't have to learn a brand-new system of navigation. Don's Rally System will have already taught you the way to think when you use the calculator.

The Tables can be folded to a 3½ by 7½ inch size so they only take up a corner of your clip board.

A lot of value and fun for just \$5.00. Write to Donald K. Robertson, Windermere, Florida.



The Susquenango Triumph Owners Club of Binghamton, New York is a new and very active TSOA club. They recently went on a tour to Cooperstown. Interested owners should contact: Richard Faust, 4th Floor, Marine Midland Bldg., Binghamton, N. Y.

TRIUMPH ASSISTANCE RACE RESULTS

- SANTA BARBARA, CALIF., MAY 26-27
 1st TR-4 — Charlie Gates
- BRIDGEHAMPTON, NEW YORK, JUNE 2-3
 1st TR-3 — Bob Tullius
 2nd TR-4 — Joe Dodge
 3rd TR-3 — Ted Tully
- LAGUNA SECA, CALIF., JUNE 9-10
 1st TR-4 — Charlie Gates
 2nd TR-3 — Edward Eglinton
 3rd TR-2 — Duane Rice
- VINELAND, N. J., JUNE 9-10
 1st TR-4 — William Gurnee
 2nd TR-3 — Ed Diehl
 3rd TR-4 — Brad Howes
- FORT WORTH, TEXAS, JUNE 9-10
 1st TR-3 — Harold Lawrence
 2nd TR-3 — Don Dillon
 3rd TR-3 — J. Lynn Harden
- ROSE CUP RACES, PORTLAND, ORE., JUNE 16-17
 1st TR-4 — Bob Fletcher
- ROAD AMERICA, WISCONSIN, JUNE 16-17
 1st TR-4 — Bruce Kellner
 2nd TR-4 — Richard McKee
 3rd TR-4 — Ernie Harris
- WATKINS GLEN, N. Y., JUNE 22-23
 1st TR-3 — Ed Diehl
 2nd TR-4 — Chuck Krueger
 3rd TR-4 — Bruce Kellner
- IRP, INDIANAPOLIS, IND., JUNE 23-24
 1st TR-4 — James Spencer
 2nd TR-4 — Gene Turnipseed
 3rd TR-3 — Richard Clicquennoi
- LIME ROCK, CONN., JUNE 29-30
 1st TR-4 — Bob Tullius
 2nd TR-4 — Bruce Kellner
 3rd TR-3 — Ed Diehl

COMPETITION RESULTS

- RIVERSIDE, CALIFORNIA (Race)
 1st TR-4 — Charlie Gates (1st EP, 1st OA)
 2nd TR-3 — Phil Massarella
 3rd TR-4 — N. Williamson
- Six-Hour Enduro (Race)
 1st TR-3 — Massarella/Sutherland (3rd EP, 17th OA)
- DUNKIRK, NEW YORK (Race)
 1st TR-4 — Bruce Kellner
- ALLIANCE, NEBRASKA (Race)
 1st TR-3 — Byron Pearce (1st EP)
 2nd TR-3 — Richard Belitzer
- MAYDAY RALLY, TTCR, ROCHESTER, N. Y.
 1st Overall — Alan and Rose Pritchard (TR-3)
- RALLYE SANS SOUCI, FINGER LAKES REGION
 SCCA, N. Y.
 1st Overall — Al and Carol Jentsch (TR-2)
 2nd Overall — Andrews/Andrews (TR-3)
 3rd Overall — Ed and Shirley Homsey (TR-4)
 4th Overall — Jim Maurer/Jack Engel (TR-4)
- VIRGINIA REEL NATIONAL RALLY
 1st TR-4 — Kessler/Cobb (8th OA)
- ORANGE AUTOCROSS, HARVARD MSC, MASS.
 1st Class D — Louis T. Wells, Jr. (TR-3)
- RENOWN RALLY, TORONTO, CANADA
 1st — Ken and Edna Adams (Herald)
 2nd — Schmidt/Macklin (TR-3)
 3rd — Doyle/Wright (Herald)
- TWIN VALLEY RADIO RALLY, CALIF.
 2nd Senior — Bill Rodden/Loy Barker (TR-3)
- TUFF-E-NUFF III RALLY, CALIF.
 4th Senior — Jean Rodden/Anita Boissonneault (TR-3)
 4th Champ. Class — Marge and Frank Porter (TR-3)
- APRIL AUTOCROSS, PLEASANTON, CALIF.
 1st TR-3 — Ernie Haze
 2nd TR-3 — Les Welch
 3rd TR-3 — Chuck Bobrink
- BARTLESVILLE JUNE BASHKHANA, OKLA.
 1st TR-3 — V. C. Pfuehler
- HARBOR SCC TIME TRIALS, N. J.
 1st TR-3 — Marvin Koseff (1st OA BTD)
- LITTLE 500 RALLY, N. J.
 1st TR-3 — Fred Fox/Tom Weiner (1st OA)

CLASSIFIEDS

WANTED: Black top in good condition for 1955 TR-2. Contact J. A. Freedman 2204 Ponce de Leon, Blvd., Coral Gables, Fla.
FOR SALE: Fully equipped and prepared 1962 Competition TR-4. \$1000 worth of optional equipment, balancing and labor included. Only 1000 total miles on engine, just 2 heat races and one 40 mile main event run with the car. Family responsibilities force retirement. Contact: James H. Binford, 2030 Richmond Avenue, Houston 6, Texas. Total Price \$3432.51.

TSOA SUPERMARKET

TSOA Handbook	\$1.00
"Please Don't Dent Me" cards	\$1.00/100
TR-2/3/4, Service Manual	Not Available until August
Local TSOA Club "Calling Cards"	FREE
List of Triumph Dealers and Distributors	FREE
STAA Badge	\$1.50
Replacement TSOA Badge	\$1.00
Standard Triumph Review Subscription	\$2.50/year
Competition Preparation Bulletin	\$1.00

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York 17, N. Y. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, TR-4, 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.



Bruce Kellner of Buffalo, N. Y., sponsored by Mark Motor Sales, is one of the East's top Triumph drivers. Out of 30 cars, at Dunkirk, N. Y., recently, he won first overall in both D & E classes. Bruce then went to Road America, Wisconsin, to the National Race and outdrove five other TR-4's to finish top Triumph and 2nd in E class to Jay Signore in a very fast Elva.

TRIUMPH ASSISTANCE RACE SCHEDULE

JULY 1	GALVESTON, TEXAS
JULY 1	COURTLAND, ALABAMA
JULY 7-8	LAKE GARNETT, KANSAS
JULY 7-8	SALT LAKE CITY, UTAH
JULY 8	KENT, WASHINGTON
JULY 14-15	THOMPSON, CONNECTICUT
JULY 14-15	WALTERBORO, SOUTH CAROLINA
JULY 28-29	KENT, WASHINGTON