



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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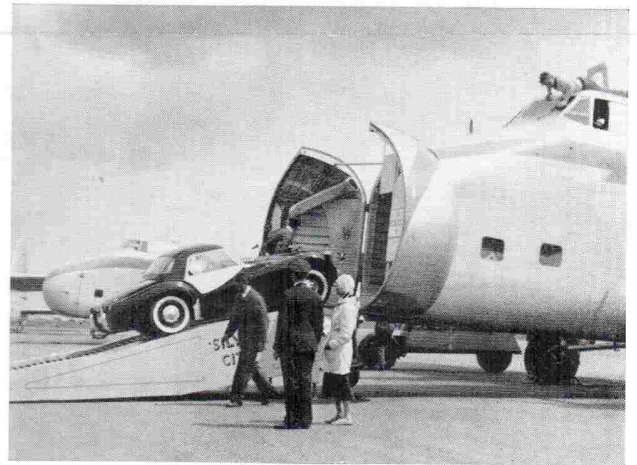
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MARCH 1959

MARCH PHOTO WINNER - FINAL RALLY ITINERARIES ANNOUNCED



ACTION AT 1958 SEBRING — Mike Rothschild leaps from his TR-3 during the 1958 Sebring action as his pit crew swarms over the car. The Rothschild/William Kimberly car placed 2nd in Grand Touring, aided by top-notch pit work as well as good driving.



MARCH PHOTO CONTEST WINNER: Richard Blake of Palo Alto, California, took this shot of his TR-3 emerging from the open jaws of a heavy Bristol Super-Freighter. Wife Neta and the transport pilot look on. Photo taken during the 1957 Triumph Rally of Europe.

SEBRING SUCCESS STORY

In any manufacturer's collection of United States racing laurels, a win at Sebring stands out as a special achievement. The only U. S. sports car race on the International Championship Calendar of the Federation Internationale de l'Automobile, sanctioning body for international auto competition, Sebring holds a unique place among American racing events. This is truly an international race, not just with British, French, German and Italian cars, but with drivers of all these and other nationalities, competing with the fierce intensity developed in years of tough European racing. And the cars . . . at Sebring you will find the traditional meticulous preparation of factory team cars, the all-knowing Factory Racing Directors and the automotive wisdom of the world's best mechanics from the world's most famous sports car manufacturers.

In such company, the TR-3 has proved itself a machine capable of holding its own and then some, consistently equalling or exceeding the best that far more expensive cars could do. In 1957, Triumph entries took First and Second in Class and First in Grand Touring at Sebring. In 1958, Mike Rothschild, seen above making a pit stop, driving with William Kimberly, took Second in Grand Touring. Another of the three Triumph team cars, driven by Jim Roberts and Louis Heuss, took Third in Grand Touring. All three team cars finished the race.

This year will see the ninth annual running of the 12-Hour Florida International Grand Prix of Endurance for the Amoco Trophy at Sebring, March 21. Triumph will be represented by two cars, again entered in the Grand Touring category. Striving to repeat the success of the past two years will be John Bentley and Robert Samm in one car and a three-man team of Charles Kolb, Col. Fred Moore and Gene Hobbs in the other.

By the time you read this, the Amoco Trophy will have been awarded and the results of the 1959 Sebring Race will be down in the record books. At writing time, we can't predict any results, but, basing our thinking on Triumph's past record of durability and performance in endurance races, we are confident that a TR-3 will be "in the money" when the checkered flag drops at Sebring, March 21st, at 10 P.M.

We'll have more on Sebring in the April Issue.

ATTENTION CAMERA FANS!

There's still time to enter the TSOA Photo Contest described in the January issue of the Newsletter. Winners receive a copy of "Sports Car Rallies, Trials and Gymkhanas" by David Hebb and Arthur Peck, a terrific volume for beginner and expert on the arts and mysteries of non-race sports car competition.

Next winner will be announced in the June issue; others in September and December. Get your entry in now!

NEWS OF THE LOCAL CLUBS

The TROC in Los Angeles have long been known for their original Rally names, but the latest really take the cake. In January, cooperating with the Republic Sports Car Club, they staged the Rhyme and Time Rhythm and Car Exercise . . . you guessed it . . . the initials are R.A.T. R.A.C.E. Top TROC members were second-place Lois and Larry Bub.

As if the R.A.T. R.A.C.E. wasn't enough, the February event was the ESCENICA RALLYE DE CHANZA (A wildo dealo con gimmickos), with instructions in pidgin Spanish. Winners were Dick and John Taylor. There's much to be said for imagination in planning the method and route of a rally, but never before have we been so filled with admiration for rally titles. The next event? A hare and hounds called THE MARCH HARE AFFAIR.

The HOOTER, newspaper of the Triumph Sportscar Club in San Gabriel, Cal., reports on their January rally, run up hill and down dale in a spot of fog. This even included tidbits like hidden check points, fake instructions and other items so that the winners were quite surprised when they received their trophy. The HOOTER didn't tell us who the lucky people were, however.

The Triumph Sportscar Club has a membership drive on right now. Any TSOA members in the area should seriously consider getting together with this active group. Contact Sarge Harris, 8434 E. Longden Ave., San Gabriel, Calif.

The first D.C. TSOA open rally of the year was held on February 8th. A fine turnout in beautiful weather made for a successful event under the direction of Jim Johnson. Three and a half hours and 116 miles later, Hal and Ingrid Gordon crossed the finish line in first spot. Second were Fred Hammeseh (we had to guess at this spelling, faint ditto)/Bob Wright and Third were Don Delius/B. Risque(?).

Once again, we'll point out the advantage of joining a local TSOA club. You'll find great enjoyment in club competition and friendly discussions often bring forth tips on maintenance and increasing performance. You'll like the people too! Drop us a line and we'll send you the address of the nearest club.

By the way, we don't claim to have TSOA chapters in every city . . . far from it! Why not form your own group if there isn't one nearby? Talk it over with your Triumph-owning friends . . . the TSOA will gladly help you get started.

ASH TRAYS NOW FITTED

Here's the answer to one of the very few complaints about the TR-3 and welcome news to smokers who dislike ashes on the floor and carpets. All new TR-3's (from Commission #TS42400) are now equipped with an ash tray, mounted under the dash near the car center on the passenger's side. It is the pull-out type of tray and slides under the dash, out of the way, when not in use. The tray is big enough to hold your favorite pipe as well as a good-sized accumulation of cigarette ends and gum wrappers. A simple spring arrangement allows the ash tray to be easily removed for cleaning and also insures that it will not accidentally remove itself during hard manoeuvres.

MONKEY ON MY BACK (SEAT)



ARTHUR CANDELL AND CHUM

No, Triumph has not expanded into the zoo parade market. You still won't see chimps champs on the speed track or bats behind the wheel of your favorite sports car. That's the quite sane Arthur Candell of Exeter, New Hampshire doffing his hat. He writes us that camp Mah-Kee-Nac in Massachusetts each year runs a big parade for charity in which it was his honor to represent the comic-strip character "Batman". And what else to represent Batman's futuristic automobile? A TR-3 — of course. But you'll have to ask Art how the ape got in the act.

ON YOUR MARK

We know that, in the past, rallymasters have torn their hair over variations on the "They went that-a-way" technique. We found a lively article on the subject in TROC TALK, the Triumph Owners Club newspaper from L. A. It describes the evolution of course markers in their March Hare Affair Rally and we pass it on to you to show what thinking men can do (when tearing their hair).

The problem was this: The rallymaster (the hare) left his mark at intersections to show the rallyists (the hounds) that he had turned left, right or gone straight ahead. At first the hares considered adding a touch of authenticity to the event, but this idea was quickly discarded. So, little bags of white lime were flung out and, in time, had to be replaced by lime of various colors to distinguish competing groups. TROC TALK describes them as aqua, off-white, mauve and persimmon.

Heavy traffic wore heavily on the lime, however, and the system gave way to calcimine-painted symbols of circles, triangles and the like. Now, calcimine worked well because it was easy to wash off the rallymaster's loden coat and upholstery, but it was just as easily washed off the street by "disgruntled residents in the rally area and improvident spring showers." So, what did they come up with? It was so obvious that no group noodle for a solution would think of it. We guess that the idea struck one night when a club member was zooming down a highway, munching on the problem. His eyes drifted from the horizon to the center white line — the one that goes dash-dash-dash and makes you feel like a pencil point moved by some huge, portentous hand. "Bingo," he cried, "That's it!" Bright, visible, inexpensive, multicolored and aloof of wet or wheels.

So, nowadays, you'll find the hounds hot after the hare in California with good ole road paint marking the way. The TROC points with pride to the new season's fashion colors of Hunter Green and Old English Puce.

ITINERARY — RALLIES NUMBER ONE AND FOUR

- April 17 NEW YORK OR LOS ANGELES — Depart by BOAC flight to London, England. Farewell cocktail party on departure.
or
Sept. 11
- April 18 LONDON-FOLKESTONE — Morning arrival London Airport. Collect your gleaming new cars and escorted by motor cyclists drive to Royal Automobile Club at Woodcote Park for cocktail reception and lunch. Then drive to Folkestone for overnight.
or
Sept. 12
- April 19 ROUEN VIA DOVER, CALAIS — Through Dover for the short sea crossing (see the White Cliffs) to Calais. Then on to Rouen through Le Touquet.
or
Sept. 13
- April 20 TOURS, CHATEAU COUNTRY — See Chartres Cathedral and many famous chateaux before arriving in Tours in the evening.
or
Sept. 14
- April 21 VICHY — Through more wonderful Chateau Country via Moulins to Vichy, the international spa.
or
Sept. 15
- April 22 MONTE CARLO, CANNES, NICE — Over the Rhone Valley route through Avignon, then the Maritime Alps seeing Cannes and Nice before arriving in fabulous Monte Carlo.
or
Sept. 16
- April 23 IN MONTE CARLO — Entire day relaxing, sightseeing, shopping, or driving over "La Turbie" Hill Climb.
or
Sept. 17
- April 24 RAPALLO, ITALIAN RIVIERA — Breathtaking views and wonderful driving on Riviera coast roads through Genoa to Rapallo.
or
Sept. 18
- April 25 FLORENCE VIA PISA — Over the Bracco Pass to Pisa. Suggest visit and lunch before driving to the capital of the Renaissance, Florence.
or
Sept. 19
- April 26 IN FLORENCE — Morning sightseeing tour of the city by motor coach. Afternoon free for independent exploring and shopping.
or
Sept. 20
- April 27 ROME VIA SIENA — Seeing medieval Siena and its cathedral then traveling through the Italian wine country to the majestic capital of the Roman Empire.
or
Sept. 21
- April 28 IN ROME — Morning city sightseeing by motor coach. Afternoon to browse and shop.
or
Sept. 22
- April 29 IN ROME — Complete day at leisure.
or
Sept. 23
- April 30 RICCIONE OR RIMINI — Northwards through Assisi of St. Francis fame to the Adriatic Coast to Riccione (Spring Rally) or Rimini (Fall Rally).
or
Sept. 24
- May 1 VENICE — Through Ravenna and the university city of Padua to the most extraordinary city in the world. TR3s in garage. Gondola to hotels.
or
Sept. 25
- May 2 IN VENICE — Morning sightseeing on foot with special guides. Afternoon entirely at leisure.
or
Sept. 26
- May 3 INNESBRUCK OVER BRENNER PASS — Via the Dolomites and Olympic sports center of Cortina d'Ampezzo to the capital of the Tyrol.
or
Sept. 27
- May 4 INNSBRUCK AND GERMANY — Complete day at leisure, or drive to Munich via Garmisch-Partenkirchen and Oberammergau. Return along the "Autobahn" through Salzburg.
or
Sept. 28
- May 5 LUCERNE VIA LIECHTENSTEIN — Motor through the majestic Tyrol to Vaduz, capital of Liechtenstein. Then into Switzerland to Lucerne via Zurich.
or
Sept. 29
- May 6 IN LUCERNE — Morning at leisure. Ascend Mount Pilatus in the afternoon.
or
Sept. 30
- May 7 IN LUCERNE — Entire day at leisure. Perhaps steamer trips on the lake or drive to Interlaken over the Brunig Pass.
or
Oct. 1
- May 8 NANCY VIA BERNE — On to Switzerland's beautiful capital city of Berne, then into France at Bale traveling to Nancy for overnight stay.
or
Oct. 2
- May 9 PARIS — Taste champagne in a cellar at Rheims, then on to Paris outskirts for motorcycle escort into the city. Park cars and transfer to hotel.
or
Oct. 3
- May 10 IN PARIS — Combined city sightseeing of modern and historical Paris. Afternoon completely at leisure.
or
Oct. 4
- May 11 IN PARIS — Entirely free for independent activity. Evening at the Folies Bergere included.
or
Oct. 5
- May 12 LONDON VIA CALAIS, DOVER — Motor to ferry steamer at Calais. Cross to Dover, then drive to London's outskirts to meet Royal Automobile Club motorcycle escort for drive to London's West End.

- May 13 IN LONDON — Combined sightseeing of the City and West End by motor coach. Then afternoon entirely at leisure.
or
Oct. 7
- May 14 COVENTRY, LONDON — Today you will be invited to drive to Coventry and attend an official luncheon reception at the Standard-Triumph Motor Company factory. After lunch a guided tour of the plant to see how your TR3 is made. Leave your car for onward shipping to the U.S.A. and return to London via first class rail.
or
Oct. 8
- May 15 HOMEWARD BOUND — Entire day in London for last-minute shopping, etc. Then by chartered motor coach to airport for BOAC flight home.
or
Oct. 9
- May 16 NEW YORK OR LOS ANGELES — Return home today with happy memories and new friends from one of lifetime's most delightful vacations.
or
Oct. 10

ITINERARY — RALLY NUMBER TWO

- May 1 CHICAGO OR NEW YORK — Depart by BOAC flight to Prestwick, Scotland. Farewell cocktail party.
or
May 2
- May 2 GLASGOW, EDINBURGH — Morning arrival Prestwick Airport. Collect gleaming new cars, and by motorcycle escorts drive to Royal Scottish Automobile Club at Glasgow for cocktail reception and lunch. After, motor to Edinburgh, Scotland's capital.
or
May 3
- May 3 IN EDINBURGH — Choose between day at leisure or an unforgettable drive into the Trossachs seeing some of Scotland's Highland scenery including Loch Lomond.
or
May 4
- May 4 IN EDINBURGH — Morning sightseeing of the city by motor coach. Afternoon free. We suggest that you visit Gleneagles world famous golf course.
or
May 5
- May 5 MANCHESTER VIA LAKE DISTRICT — Southwards today seeing Gretna Green and the English lakes via Kendal and Lancaster. Motorcycle escorts into Manchester for overnight.
or
May 6
- May 6 HARWICH VIA CAMBRIDGE — Early start to join steamer ferry at Harwich for journey to Denmark. First class cabins for overnight reserved.
or
May 7
- May 7 ODENSE, DENMARK — Embark with TR3s at Esbjerg and drive to picturesque Odense, birthplace of Hans Christian Andersen of fairy tale fame.
or
May 8
- May 8 COPENHAGEN — Motor through fairy tale countryside to Copenhagen, Paris of the North.
or
May 9
- May 9 IN COPENHAGEN — Sightseeing of the city and harbor by motor coach and boat. Leisure in the afternoon. Visit the Tivoli Gardens at night.
or
May 10
- May 10 RALLY INTO SWEDEN — An exciting drive seeing the Kronberg Castle (Denmark), then ferry to Sweden at Helsingborg for thrilling coast drive to Malmo. Return to Copenhagen by alternate ferry service.
or
May 11
- May 11 IN COPENHAGEN — More fun with the friendly Danes in their wonderful city. A visit to Carlsberg Brewery will be arranged.
or
May 12
- May 12 HAMBURG, GERMANY — By road and ferry to Germany's main seaport for overnight stay.
or
May 13
- May 13 AMSTERDAM VIA BREMEN — Immediately on to the "Autobahn" today for a fast run to Amsterdam — "Venice of the North."
or
May 14
- May 14 IN AMSTERDAM — Picturesque tour of the canals by motor boat in the morning. Rest of day for browsing. A visit to a diamond factory can be arranged.
or
May 15
- May 15 BRUSSELS VIA ANTWERP — Morning drive to the Belgian capital allowing time for independent city sightseeing in the afternoon.
or
May 16
- May 16 PARIS — Morning in Brussels. Then fast drive to Paris. Park cars and transfer to hotel.
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HERE'S HOW — AND HOW!



The clean functional lines of this TR-2 contrast nicely with the angular design of modern architecture, in this photo sent by Tony LaTona of Kansas City. His 1954 TR-2 was shot in front of the new Hallmark Building there and he used the photo to illustrate a story he wrote, "How to Photograph Your Sports Car."

SERVICE

Sticking Throttle: Now and then, through lack of maintenance, the throttle on your TR-3 may show an annoying tendency to stick. This can also be dangerous and is so simple to remedy that there is really no excuse for the condition being present.

Simply mix a small quantity of powdered graphite with some kerosene and place in an oil can. Squirt a small amount of this mixture in the ball joint assembly located immediately in front of the front carburetor. This is the trouble spot and, after application of the graphite-kerosene mixture, a few miles of driving will have it back in shape again. Thereafter, periodic applications will keep the throttle working smoothly.

TROPHY TIME

L. W. Argetsinger sends us some news about TR-3's on ice. Quoting an article in "Exhaust Report", the Southern New York Region SCCA Newsletter, he explains that an organization named Ice Racing Enterprises has for the past two years sponsored ice racing on Naomi Lake in Pocono Pines, Pa. Local member, J. W. Allen, has compiled an impressive record of victories for Triumph there. Along with many other wins to his credit, on February 22 he won another First, followed in Second and Third by Saabs. TR-3's were also Second and Third in Class.

We can't blame Harold Whims, Jr., of Chapel Hill, N.C., for sending us a copy of his admirable record with a 1958 TR-3. Grandfathers Mtn. Hillclimb, 3rd Class E prod.; Walterboro, S.C., 3rd overall in Novice, 1st overall Williams Memorial, 1st E. prod. Williams Memorial; Danville Region Hillclimb, 2nd E. Prod.; Chimney Rock, N. C. Hillclimb, 1st E. Prod.

A TR-3 driven by Bob Tucker of Memphis with navigator Stewart Hughes, won the 4th Annual 5-State Rally of the Mid-South Region of the SCCA, sponsored by the County Shelby SCC. The rally was 14 hours of driving, mostly at night, over muddy back roads covering Tennessee, Arkansas, Kentucky, Missouri and Mississippi. Total distance was 500 miles and 66 cars finished out of 76 entries. Lt. Peter Williams, USN, of Memphis, placed 31st and kindly reported the results.

The Bartlesville, Oklahoma Auto Club sponsored a gymkhana on March 1st, using the Phillips Petroleum parking lot. Of 67 entries, there were 19 in the over-1500 sports class, including two TR-3's. Ken Allison of Independence, Kansas, placed 1st in Class in his TR and Johnny Johnson of Claremore, Oklahoma took 3rd in his new TR. Ken's wife, Dottie, took home the hardware for Ladies First Overall.

SAME OLD TUNE DEPARTMENT

Again, we must apologize . . . and by now it's a head-hanging matter . . . for not being able to send badges to new members. We really are amazed that we receive so few complaints, especially since some of you have waited so long. But, we can't send badges if we don't have them. Where are they? On the Atlantic somewhere, and we hope that we'll have them soon.

We are also suffering from shortages of TSOA Handbooks and Girling Brake Brochures. We hope to be able to take care of all your requests in the next few weeks. Meanwhile, thanks very much for your patience!

TSOA SUPERMARKET

"Please Don't Dent Me" cards	..... \$1.00/100
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

CLASSIFIED

FOR SALE: 57 TR-3 chassis. Sell whole or parts. Body destroyed but car not rolled, 3,296 miles on chassis, approx. 22,500 on engine and drive train

Engine and Transmission	.... \$350.00
Rear End	..... 75.00
(extra set 3.78 gears)	
4 disc wheels	..... 10.00 each
Complete heater	..... 30.00

All instruments (prefers to sell as set), soft top & bows (black), some black leather (no seats) and miscellaneous parts — make offer. Contact William F. Harrison, 10 Bayberry Ln., Florissant, Missouri.