



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

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TEJAS TSOA SPONSORS GALA BENEFIT



RACING DISPLAY — Many of the observers at the TSOA benefit Gymkhana got their first good look at sports racing cars. Included in this fine display, as a special feature, was a sprint car owned by A. J. Foyt, national champion race driver.



'Multiple Sclerosis Gymkhana'

SPORTS AND IMPORTS — The ninety-five contestants in the event drove sports cars and imports of every size, make and description. Pictured at the right is a typical scene of a versatile TR-3 as it was put through its paces at the Multiple Sclerosis Gymkhana.

Ninety-Five Contestants

Ninety-five contestants, well tuned sports cars and beautiful driving weather marked the advent of one of the most unique Gymkhanas to be held by a sports car club. The event was the Tejas TSOA's "First Annual Multiple Sclerosis Gymkhana 1961" and the place was the Montclair Shopping Center located in Houston.

The Tejas Triumph owners of Houston, Texas, took it upon themselves to show the people of that area that sports car people are not solely organized for their own pleasure. Their plan was to hold a fund-raising event to benefit the Houston area's multiple sclerosis drive.

When the local radio, TV, newspaper and publicity men learned of the plan, they gave the Tejas club their whole-hearted support. Plans were started to publicize the event via all possible news media.

Personalities Offer Services

Mr. Dick Gottlieb, one of Houston's outstanding TV announcers and staunch supporter of the Multiple Sclerosis Society, immediately offered his talents as master of ceremonies. Also on the list of volunteers was Clell

Thorpe, outstanding sports car race announcer, who had agreed to do the announcing. The ball was rolling and a truly fine event was on its way to becoming a reality.

Highlighting the publicity campaign during the week preceding the event were several TV broadcasts featuring Tejas club President Jack Rhodes and Vice President Kent Rogan. Jack and Kent reminded all Houston viewers of the coming event and urged them to attend. With newspaper, radio and various other media doing a bang-up job, it was said that the Tejas event received more publicity than any other sports car event ever received in the Houston area.

5000 Spectators

Planning, late hours, and three months of hard work were involved in the staging of the Tejas event. But when the day of "Triumph" finally arrived, all the effort was well worth it. Besides the 95 contestants, the event was attended by a crowd estimated by the local newspapers as being in the neighborhood of five thousand people.

(cont. on page 2)

"SERVICE WEEK" — STANDARD-TRIUMPH FREE INSPECTION SERVICE TO OWNERS

A popular British service by Standard-Triumph to its owners is being tried out in this country. SERVICE WEEK is a period during which owners can bring their cars to a dealer for a FREE comprehensive inspection and report by a factory Service Representative. Owners in and around Easton, Pa., will have an opportunity to try this valuable service at Brown-Daub, Inc., 1650 Butler Avenue, Easton, on May 22-23.

Such an inspection may very well prolong the life of your car and your driving pleasure and pocketbook will benefit from the expert advice on the car's mechanical condition. It is always good to be assured of your car's roadworthiness.

TSOA members near Easton are urged to take advantage of SERVICE WEEK. Your opinions will influence Standard-Triumph's plans for future similar weeks in other parts of the country. The inspection service is entirely free of charge and there is no obligation. All SERVICE WEEKS are supervised by Standard-Triumph Service Representatives.

We will publish dates of future SERVICE WEEKS as they are planned.



WINNING ESSAYIST — Mark Bauer and his young son of Eastview, California, proudly display their new racing helmets after Mark's crowning success in the Los Angeles Harbor College Highway Safety Contest. Mark purchased the helmets with part of his \$150 first-place prize money. The first-place award was presented to Mark for his thirty-page expose on "Inadequacy of Municipal, State, and Federal Safety Programs."

TROPHY TIME

A five-hundred mile "Barefoot Mailman Rally" beginning at the Barefoot Mailman Hotel and covering roads and highways around Hillsboro Beach and Pompano Beach Florida, came to an end with a Triumph TR-3 in the number one spot. Don Blockerman and his Navigator Frank Sclawry of the Miami Sports Car Club rode the nimble TR to its grand success with an error 158 seconds. Incidentally, this was one of the big events of the area. Congratulations Don and Frank!

Eight Year Old Winner

We understand that eight-year-old Judy Zuckert and her grandfather, both of New Jersey, took second place in the N. Y. Region S.C.C.A.'s Junior Navigator rally. How about that! It looks as though the New Jersey group is training their members-to-be well ahead of time and doing a bang up job of it.

A well-done also goes to Jan Possinger of Mt. Pocono and Judy MacMurray of Norristown, Pennsylvania, for their fine results in the recent Hershey Pennsylvania Hillelimb. Jan came in second in her class and first in the ladies section while Judy took the number two spot in the ladies section.

CLUB NEWS

Kettering, Ohio

Since Mr. Mohr, President of the Kettering TSOA is well on his way to recovery after a prolonged illness, the club has again resumed activities. Mary Mohr, Secretary, has informed us that the club is soliciting new members. Anyone interested? If so, contact: Mrs. M. M. Mohr at 2629 Oakley Avenue, Kettering 19, Ohio.

By the way, the club has begun its activities with a new club jacket patch. The colors are blue and white, and, according to Mrs. Mohr it's a very handsome looking affair.

New York (TMPS)

TMPS will hold a Gymkhana at the Essex Green Plaza in West Orange, New Jersey on May 28. The fee will be \$4.00 to TSOA members and \$4.50 to all others. Registration will be from 8 to 10:15 a.m. For further information contact Steve Stone any evening at FLushing 3-3045.

TEJAS EVENT

(cont. from page 1)

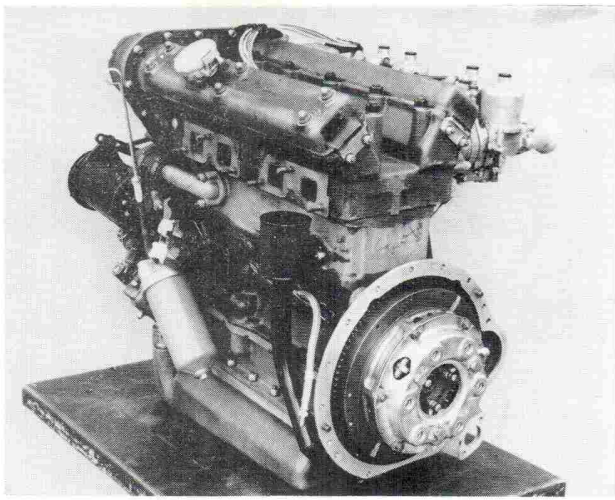
One of the feature attractions was a display of ten specially prepared racing sports cars. Along with this display, which consisted primarily of cars owned by local drivers, was a brand new sprint car owned by A. J. Foyt, national champion race driver.

Perfect Timing

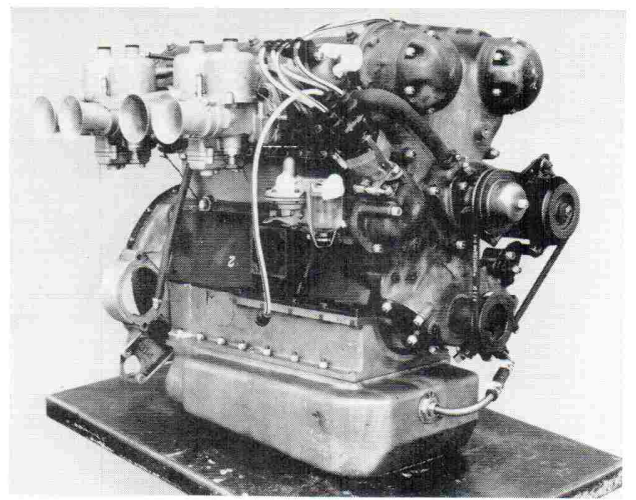
The event lasted a total of two and one half hours with timing and precision being the rule of the day. Only seconds after a car finished, the results were posted on a large blackboard. Within five minutes after the running of the last car, trophies were being awarded. The entire event had gone off just like clock work.

Also included in the Tejas TSOA plan was a post event collection program on the Wednesday following the Gymkhana. At this time 25 cars and drivers were on hand to dispatch high school students to all sections of Houston for the purpose of collecting donations to the Multiple Sclerosis Fund.

Congratulations on a job well done, Tejas TSOA. Keep up the excellent work.



BUSINESS END — The rear view of the twin-cam unit is equally impressive. The heavy-duty clutch, four-port exhaust and full-flow filter are visible. Sturdy construction is evident all the way from sump to cam covers.



DORMANT POWER — The 3/4 front view of the TR-S engine shows the unique front cover, mechanical fuel pump and dual S.U. twin-choke carburetors. Note the starter ring mount and hefty cast aluminum sump.

2 PLUS 1985 = OVER 125

That's right . . . twin camshafts, plus 1985 energetic cubic centimeters equal over 125 horsepower, the output of the Triumph TR-S engine at 6,500 rpm. Right now, as you read this, three of the experimental TR-S racing cars, fitted with this engine, are receiving final testing prior to taking on all comers at Le Mans. With another year's development work under their belts, Standard-Triumph engineers are talking with confidence about first in class, team prize, etc. After reading a little about this amazing power unit, we agree.

The TR-S engine is made up in five basic sections which are bolted together using long studs which run from top to bottom of the engine. Only the central "crankcase" is iron. The rest of the parts are sturdy cast aluminum alloy. Sitting atop the alloy head are the cam covers which caused one secretary to ask, "Oh, is it a V-8?" Not being used to such exotic engines in TR's, she can perhaps be excused.

Of course, the next item of interest is carburetion and in this case it is handled by two twin-choke SU's, giving the effect of a carburetor for each cylinder. It goes in there and comes roaring out the opposite side into a four-branch manifold that funnels down into one silencer and tail pipe. As on other TR's, the fuel pump is mechanical.

From the top down, the working parts read this way: Twin hollow camshafts running in five bearings each and driven by twin chains from the crankshaft; Inclined $1\frac{1}{8}$ " diameter intake valves and $1\frac{5}{8}$ " diameter exhaust valves with twin springs on each; Die-cast aluminum three-ringed pistons; Heavily webbed, forged connecting rods; Robust crankshaft with five main bearings $2\frac{5}{8}$ " in diameter. Main and big end bearings are steel-backed, lead-indium-bronze. All bearings in the engine are plain and a full pressure oil system is used.

Among the other unusual features of the engine are Triumph's famous separate cylinder sleeves, and an ingenious arrangement by which the drives to the camshafts, oil pump, fuel pump, distributor and tachometer are all located in an easily-detached case which forms the front cover of the engine. Valve timing, once set, can be kept till kingdom come . . . even the head can be removed without disturbing it.

In comparison with the present rocker-arm TR-3 engine, the TR-S mill is the same width, 18", one inch lower at $26\frac{1}{4}$ " and is $26\frac{1}{4}$ inches long or $3\frac{1}{4}$ " more than the present engine. It weighs 438 pounds including starter, generator, clutch and fuel pump which puts it under the TR-3 by 14 pounds. *No*, it will not fit in the TR-3 engine compartment. As a matter of fact, it is not presently scheduled for production so take that dreamy look out of your eye. *Experimental* is the word for this one.

SPECIFICATIONS — TR-S ENGINE

ENGINE

Compression Ratio	9.25
Cubic Capacity	1985 cc
Bore	90 mm
Stroke	78 mm
Lubrication	Wet Sump
Four cylinders	
Camshaft	Twin Overhead
Max. horsepower	In excess of 125 at 6,500 rpm

TR-S TEAM READIES FOR LE MANS

June 10th will see three Racing Green TR-S experimental models revving around the course at Le Mans, trying again for a win and doing useful research at the same time. These 129-mph test beds will have the twin-cam TR-S engine and the same wide-track chassis as last year's cars. As a matter of fact, they *are* last year's cars, further refined and developed in Standard-Triumph's Engineering Department.

Last year's position at the end of the 24 hours was relatively dismal as the highest TR-S only placed third in class. The trouble was loss of power due to defective valve guide inserts in all three engines. With new and tougher inserts installed, the 1961 team will have no such problems. We look forward to excellent over-all position and a class first. *Certainly* we're knocking on wood!

Team drivers this year will be Marcel Becquart and Mike Rothschild, Les Leston and Rob Slotemaker, Peter Bolton and Keith Ballisat.

IS A TR A BUSINESS CAR?

On January 11, on the highway from Mobile, Alabama to Pensacola, Florida, the speedometer on my TR-3 passed the 150,000 mile mark. That in itself is nothing to brag about, but when you realize that this was done in exactly 2 years 5 months 7 days the story becomes a bit more interesting. Let me draw the picture more clearly and leave the conclusion to those who care.

Car: 1958 TR-3 soft-top, standard engine, no overdrive, commission number 23998L, tires 6.40 x 15 oversize, any brand, premium gasoline, overall gas mileage 28 mpg. Oil changes rare, filter changes frequent.

Mileage ratio: city 30%, country 70%, all types of roads.

Geographical facts: covering an area of 600 square miles, from tropical sea climate to mountain climate in Alabama, Florida, Mississippi, Louisiana, Arkansas, Tennessee, with temperatures ranging from 19°F to 170°F.

Record of repair (normal maintenance and wear):

Replaced: Generator (due to negligence)
Bendix Starter drive (due to negligence)
Release levers in clutch
Front brake pads
Fanbelt
Front end bushes and timing chain

Overhaul: at 70,000 miles:
New valves and springs
.010 oversize rings
sleeves turned 90°
rod inserts

Never touched: Clutch
Rear Brake shoes, except adjustments.
Gearbox (still smooth as silk)
Main bearings
Rear end
Carburetors

Maybe, at 175,000, I'll give it a complete overhaul, converting to 2.2 litres and maybe I'll just drive it 'till it falls apart, but I may be too old by then...

The car has been driven hard and fast and has been "on the line" at all times, except for two short periods of major wreck repairs. The only sign of wear is the material on the side curtains. I carry with me: 2 suitcases, 4 suits (hanging), supplies for my business, still can carry a passenger and use no luggage rack. As far as the "prestige factor" in business is concerned, this red fireball carries a lot more than the hunks of iron I used to tool around.

To be honest, I fancied it up with Abarth muffler and sway bar, but that is being practical also, since I take part in our sportscar club activities, field trials, etc.

Parts have always been easy to get so no headaches there.

Triumph has been no stranger to me. Having had a Flying Standard in Australia, a Tiger 100 in racing, it was no wonder that I decided to get rid of a \$140.00 per month gas bill and settle instead for a mere \$69.00 per month. As a matter of fact, the car actually costs me \$3.00 per month!

So do you mind if I answer the question: can a TR-3 be used as a business car for a traveling salesman?

PLL SAY IT CAN!

truly yours,

JAN D. BRAMEYER

Waveland, Mississippi



WHO SUGGESTED LEAP FROG? — If "leap frog" was the game, this TR-3 seems to have gotten the raw end of the deal. "Hide and Seek" would have been a better game for the TR.

CLASSIFIED

FOR SALE: TR-3 Black Tonneau Cover. Asking Price \$20. Contact R. Weisberg, 55 Parkman St., Brookline, Massachusetts.

FOR SALE: 1960 1.5 Riley, four-door sedan with a sporting character. Will take trade. Contact LeRoy Turner, 1019 Buckingham S.W., Grand Rapids 8, Michigan. Phone LE 4-4275.

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.