



TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170

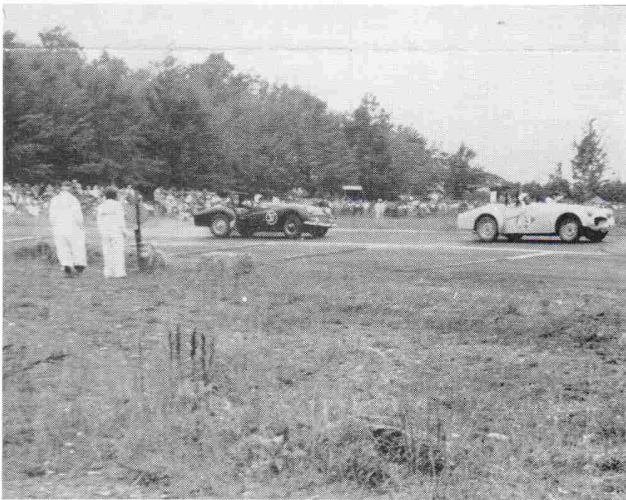
RADIO CITY STATION

NEW YORK 19, N. Y.

VOL. IV No. 9

NOVEMBER 1958

1959 TRIUMPHS ANNOUNCED



TRIUMPHS AT THE GLEN — As usual, many TR's were in the thick of the competition at the annual Watkins Glen races. Here, Fred Quartullo (No. 37) of Euclid, Ohio and David L. Adams of Buffalo, N. Y., have a "dice" during the Dix Cup Race.



TRIUMPH'S LEADING LADY. TR Team driver, Annie Soisbault is shown here during her reconnaissance tour for the 1958 Monte Carlo Rally. Her rally-equipped TR-3 is in the background. Careful preparation pays off . . . see page 2 for story.

1959 MODELS ANNOUNCED

Yes, the 59's are out, and they look remarkably like the 58's. Despite frequent rumors to the contrary, the TR-3 will remain the same for 1959, as will other Standard-Triumph products marketed in the United States.

Here's a word to those who may have been expecting a brand-new "dream car". Since 1954, your car has jumped in sales every year, reaching second place in 1958. Over 700 dealers now serve you . . . hundreds more than many of our competitors. A sales record like this means a dependable machine, and the TR is just that . . . but, it's an exciting car too . . . more performance by far than any other sports car in the price range. There's a high resale value as well, and that's where many other imported makes fall short. You're driving the best sports car value now on the market . . . so good, so popular that anything new will have to be superlative in all ways to exceed its appeal.

Here's a quote from Alan F. Bethell, President of the Standard-Triumph Motor Co., Inc., New York: "Of course we are always searching for ways to improve our products

and we can promise that there will be exciting developments in the future, but, for the present, we will maintain the current line. Our basic aim has always been to produce cars that combine the best in engineering and design with safety and practicality at a cost within everyone's reach."

There are new things in the offing, we can assure you, but they must be tested and re-tested to make sure that they will live up to the Triumph reputation for quality and reliability. So, enjoy your car . . . it won't be out of date for a long time!

TO ALL NEW MEMBERS

Please accept our apologies for not sending your TSOA Badges and Handbooks sooner. We have been delayed several weeks while waiting for a "slow freighter" shipment from England.

If you do not have your Badge and Book as yet, you will receive them shortly. Please don't write . . . we'll send them as fast as we can! Thanks very much for bearing with us!

1959 TRIUMPH RALLIES OF EUROPE

By now, you should have received itineraries, costs and other preliminary information on the 1959 Triumph Rallies of Europe. The four exciting rallies for 1959 are drawing interest from TSOA'ers all over the United States. If you are interested in any one of the four, please get your reservations in soon!

Of course, only TSOA members can participate in the Rallies. If you have friends interested in joining, please have them write for application blanks immediately.

By the way . . . TSOA By-Laws state that persons interested in the Association and its membership privileges may join whether they are TR owners or not. This means that persons planning to buy TR's are welcome to join in advance of the purchase. Tell your friends.

THE LADY AND THE TRIUMPH

The lovely lady posing with TR and camera at the top of page one is Mlle. Annie Soisbault, Triumph's leading lady driver and a tough competitor for this year's European Women's Championship. Annie, who is 23, has been driving regularly for Triumph for two seasons and was French Women's Champion in 1957. The daughter of a Parisian lawyer, Annie went to school in England and presumably fell in love with Triumphs while there.

A partial list of Annie's successes includes winning the Coupe des Dames in the 1957 Tour de France and the '57 Rally of Corsica. In 1958, she took 3rd overall in the International Tulip Rally, besting every other driver in the famous Test of 1000 Curves at Luxembourg. On this fantastic run, Annie's time was 1 hour, 17 minutes . . . three minutes better than the runner-up.

Three additional Coupes des Dames have been added to the Soisbault trophy shelf this year. The Lyons-Charbonniere Rally was the first, in which Annie also took 6th overall and won the 1600-2000 cc Class. In the Acropolis Rally of Greece, again the Coupe des Dames plus 8th overall and 3rd in class. She also won 3rd in class in the International German Rally.

Annie likes Triumphs, good Scotch (after 6:00 P. M.), cashmere sweaters and music . . . all this and good looks too! Vive la France!

NEWS OF THE LOCAL CLUBS

Our request in the October issue for news from local TSOA organizations brought good results. Several Newsletters were received, plus letters on activities and competition successes.

First received was "The Hooter", publication of the Triumph Sportscar Club, operating in San Gabriel, Cal. The Hooter covers club events, editorializes on common problems of the sports car owner and dispenses humor ("The number of blasts from auto horns in a traffic jam is equal to the sum of the squares at the wheel"). This very active club has a meeting of some sort almost every week. One top-notch idea is the club's "Tinker Sessions". Once a month, interested members gather at a local TR dealer and sit around with their hoods up learning how to service their cars, diagnose those "expensive" noises,

etc. This is a worthwhile thought for any group . . . understanding the workings of your car makes it even more fun.

For clubs who think one event a month is real activity, the Triumph Sportscar Club lists *five* in October alone! Good work!

Latest from the D. C. TSOA is the October Newsletter giving results of several rallies. This club gives points to members for placing in rallies held by other clubs when the events do not conflict with D. C. TSOA activities. This is also a good idea, since it increases friendly relations between clubs, helps TR owners to remember that there *are* other sports cars, sometimes driven by very nice people, and will solve scheduling problems between clubs. The Washington area has a Sports Car Club Council which works on solving problems common to all clubs in the area. Other large cities take note!

Two clubs are in active operation in the New York Metropolitan area. The Triumph Motor and Petrol Society in the Bronx and the Triumph Sports Car Club of New Jersey, covering the North Jersey area. Both clubs hold one event and one meeting each month. The events are usually rallies which draw many entries from other clubs in the area. The New Jersey club's "Hangman's Hoax Rally" in September drew 40 entries, 17 of which were TR's. On October 26th, on the rainiest weekend we've seen in some time, they held the "Trick or Treat Rally", featuring a prize for every car entering! Registration (in the rain) began at one, and cars finishing came damply in at about four. Most check point personnel found that ball point pens may write under water, but they won't make a mark on a soggy time slip! Despite the rain and difficult conditions, 50 cars entered, including a 1932 Chevrolet, 1936 Cadillac limousine and a Ferrari (plus untold quantities of TR's from all over the area). Outsiders sneaked into the first four places, but Triumphs placed 5th and 7th. The New Jersey group has never had an unsuccessful rally . . . can your club match that record?

The Motor and Petrol Society is putting on an urgent membership drive. They are holding some very good rallies and need more officials *and* competitors. So many members were manning check points during their last rally that Triumphs were sadly outnumbered among the entries.

More news from Alabama: Judging from the letters received from Ray Jutkins, Secretary of the Tuscaloosa branch of the Alabama Sports Car Club, Triumphs must predominate among members' cars. Tuscaloosa members recently enjoyed a visit from Graham Main, Standard-Triumph Regional Service Director for the area. Mr. Main lectured, answered questions and showed some films.

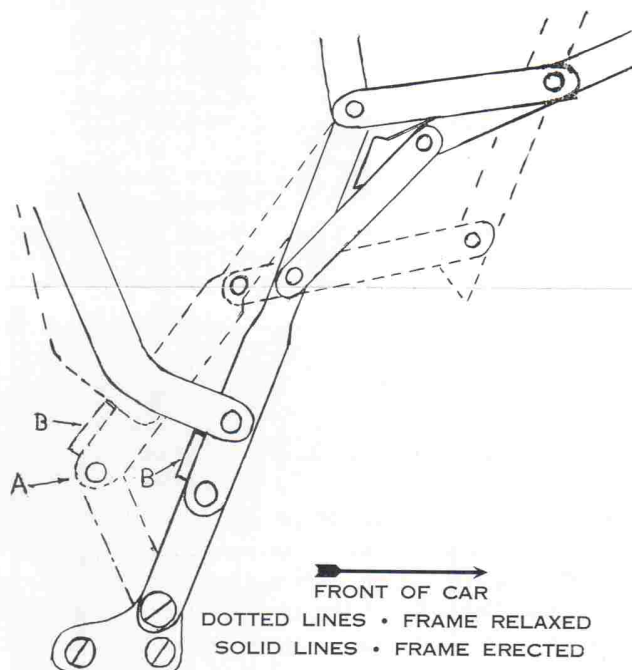
SPECIAL NOTE: If your local TSOA group would like to have a visit from a Standard-Triumph Service Representative, write to the TSOA, naming possible dates. These sessions are very valuable and have proved to be among the best meetings ever held by some clubs.

SEE LIST OF TSOA CLUBS ON BACK PAGE.
JOIN THE GROUP IN YOUR AREA — IT'S FUN!

WINTERIZING (PART TWO)

Top and Side Curtains

As supplied, the top and side curtains for your Triumph are among the best-fitting items of their kind. In wet or cold weather, few sports car owners are as snug as the Triumph driver. However, we have to admit the presence of a draft or two in earlier models with non-sliding curtains, and in others which may have improperly adjusted curtains. It is possible to eliminate most drafts by use of the following tips.



Erecting the Top:

You will find instructions for doing this on Page 23 of your Owner's Manual. These are excellent for the first three sentences, but are followed by several lines of what we might call "officialese" which should be taken with a large pinch of salt. If you do not follow the correct procedure for raising the roof, you may possibly damage the top or even crack the windscreen which is expensive. So, just to be sure, follow these instructions for the easiest, safest (and quickest) method.

1. Erect the top bows, leaving the knee joints at either side bent as shown in dotted lines on illustration. (A)
2. Button the top on all around. It makes little difference where you begin. **DO NOT LEAN ON OR PULL ON THE WINDSCREEN.**
3. When all fasteners are secured, kneel or reach inside the car, grip the frame at B and pull knee joints to fully erect position, thus tightening the top. This step can be accomplished even more easily if one person stands on each side of the car and both pull forward at the same time. Be careful of your fingers at this point . . . it is possible to catch and bruise them between frame members.
4. Open out and fit the rubber-backed roll of material (all rubber on later models) over the lip on the inner edge of the windscreen.

Side Curtains:

Owners of TR-2's and earlier TR-3's with non-sliding curtains have the most reason to complain about drafts. First step in proper fitting is to see if a little judicious bending of the curtain frame will help them fit more closely. Following this, here are some other ideas:

1. At the lower part of each curtain bracket is a wedge-shaped sliding adjustment for height. This adjustment is present on all sliding and non-sliding curtains except late 58's. The lowest position of the slide will raise the curtain, making for a close fit at the top edge.
2. Adjust front and rear slides so that front of curtain meets the angle of the windscreen pillar properly. Before closing door, run your hand down the front of the curtain, curling it in so that it fits into the slot on the pillar when the door is closed.
3. After closing the door, run your fingers along the top of the curtain, tucking it inside the flap provided on the top. Do this when leaving the car as well, to prevent rain and snow from leaking in.
4. Don't forget to fasten the Tenax (TR-2) or Dot fasteners on the door.
5. Approximately $\frac{1}{4}$ " square weatherstrip may be used on the inside bottom edge of the side curtains where they contact the doors and body. This will eliminate drafts left after adjustments No. 1-4. The weather strip glues firmly in place with rubber cement.
6. Owners of non-sliding curtains . . . don't forget to close the zipper, once you're in!
7. There are no special adjustments for sliding screens . . . bending, weatherstrip at the rear or inside lower edge, and care to see the forward and upper edges fit properly when door is closed are the most important points.

Hints:

Owners of older cars should be careful not to poke or jab their side screens or rear windows in very cold weather, since the plastic becomes somewhat brittle and may crack or even shatter. Newer models do not suffer from this.

A spray-on coating of anti-frost material on curtains and rear window, inside and outside, will make cold snaps far less dangerous. The defrosters will do an excellent job on the windscreen, but the curtains and rear window need extra help. Your dealer will be able to recommend a brand of anti-frost.

Pieces of old carpet can be used to supplement the under-felt backing the rubber floor mats and to increase insulating effect on older cars with rugs.

PLEASE USE OUR NEW ADDRESS!
TRIUMPH SPORTS OWNERS ASSOCIATION
P. O. BOX 170
RADIO CITY STATION, N. Y. 19, N. Y

PHOTO OF THE MONTH



This unusual shot was taken in Orleans, France. The car is a 1954 TR-2 belonging to Lt. Jose Fierro who has had many thousand miles of enjoyment from it.

TSOA LOCAL CLUB DIRECTORY

This listing is in two parts: Clubs we know are functioning, and names of persons interested in starting clubs. Unfortunately, several TSOA organizations which we are fairly sure exist have not complied with our request for names of officers, address, etc. If your club has been left out, please write to us immediately and we will include your listing in the December Newsletter. Please note that it's quite possible that organized local TSOA clubs are active in the areas covered in the second half of the listing, BUT, we can't be sure unless we're told!

ACTIVE LOCAL TSOA CLUBS

California:

TROC (Triumph Owners Club) — Meets 2nd Wednesday of each month at Blarney Castle Restaurant, 623 South Western Ave., Los Angeles at 8:00 P.M. Inquiries to 8561 Appian Way, Los Angeles 46, Calif.

TRIUMPH SPORTS CAR CLUB — President, Sarge Harris, 8434 East Longden Ave., San Gabriel, Calif. Covers San Gabriel Valley.

District of Columbia:

D. C. TSOA — President, John Schroeder, 1028 West Great Falls, St. Falls Church, Va. Contact Mrs. Patricia T. Brown, Secretary, 1413 Key Boulevard, Apt. 203, Arlington, Va. Covers D. C., Arlington, etc.

Illinois:

NORTHERN ILLINOIS TSOA — President, Phillip R. Grimm, 113 South Dunton Street, Arlington Heights, Ill. Contact Miss Teresa M. Thilges, 5600 River Road, Rosemont, Desplaines, Ill. Meets third Thursday of the month at Poodle Lounge, Glenview, Ill., 8:00 P.M.

Missouri:

ST. LOUIS — Mr. D. L. Poskin, 4708 Blackhawk Drive, Afton 23, Mo.

New Jersey:

TRIUMPH SPORTS CAR CLUB OF NORTHERN NEW JERSEY — Jack Griffie, 94 Sanford Road, Emerson, New Jersey. Meets 1st Wednesday of every month.

New York:

TRIUMPH MOTOR AND PETROL SOCIETY — Spencer Lane, President, 525 West 236th Street, Riverdale 63, New York. Meets 1st Friday of the month at Baron Oldsmobile, 614 South Broadway, Yonkers.

Ohio:

TRIUMPH SPORTS CAR CLUB OF CINCINNATI — Bruce Thomas, President, c/o Modern Talking Picture Service, Inc., 9 Garfield Place, Cincinnati 2, Ohio.

PERSONS INTERESTED IN FORMING LOCAL TSOA GROUPS

Jim Lawson, 400 East 1st Street, Santa Ana, Calif.
Dick Taylor, 2814 Mansfield Drive, Burbank, Calif. TR 2-9205
Frank G. Geesaman, c/o Foreign Car Sales, 724 Abrego, Monterey, Calif.

Jay E. Feero, 991 Customs Road, Pebble Beach, Calif.
Alfred Regan, 217 5th Ave., San Francisco 8, Calif.
Hugh M. Johnson, 2166 S. W. 14th Terrace, Miami, Fla.
Benny E. Jones, 2064 Atlantic Blvd., Vero Beach, Fla.
Fred J. Brown, 2297 Cherry Blossom Drive, Atlanta 11, Ga.
J. I. Warren, Jr., 165 Alexandria Drive., Macon, Ga.
Bud Key, 223 West Main Street, Belleville, Ill.
Philip Drajeske, 15603 Loomis Ave., Harvey, Ill.
Grant Dahlgren, 409 North Cuyler Ave., Oak Park, Ill.
L. Morguelan, Secretary, Auto Imports, 2232 Bardstown Road, Louisville, Ky.

Henry Budesky, 14910 Lesure, Detroit 27, Mich.
Irwin Fischman, 15-88 Union Ave., Hewlett, New York.
Paul Sackron, Certilman Motors, Main Street, Babylon, New York.
John Marcus, c/o Fine Cars, 9216 Superior Ave., Cleveland 6, Ohio.
Seymour Merrin, 128 East Hamilton Ave., State College, Pa.
Jimmie Williams, 801 Ryan Road, Dallas, Texas

TROPHY TIME

In the 1-hour race for all classes of production cars at the Bridgehampton, N. Y. Regional Races September 14, Kenneth J. Fagan placed 2nd in E Production, driving his TR-3, No. 171.

Winners of the TROC TROT held by the Triumph Owners Club in L. A. were L. F. Charles and Drisa Cooke. TROC TALK also reports Kas Kastner placing 6th and 8th in two races at Santa Barbara . . . darned good since it was his first race in over a year. Norm and Joy Morgan lead the club point standings.

D.C. TSOA activities are numerous, including events in cooperation with other clubs in the area. Marsha (!) Johnson is tops in club point standings with Jim Johnson 2nd.

News from Tuscaloosa via the eager pen of Ray Jutkins — Bob and Louise Matthews 2nd in a TR in the Annual Rallye Royale, Lee and Joyce Warren 4th in the Alabama Sports Car Club "Rallye Bon Heure", Pal and Hazel Shoemaker 5th, Bev and Ken Haygood 10th.

COMPETITION PREPARATION

In answer to many requests from members, we have prepared a special TSOA Bulletin on Competition Preparation. This will supplement your TSOA Handbook. It is not a substitute for a Service Manual, nor is it a list of "secrets" known only to the racing elite. It does tell you what is best for your car and defines the limits within which you may work in order to remain in the "Production" category. (Specific reference is made to E Production under Sports Car Club of America regulations).

The Bulletin is free to members.

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